

CLASSIC *Yacht*

ISSUE THIRTY THREE

for those who love great boats

*2012 Newport-
Bermuda Race*

*Instant Classic:
Morris M52*



Video: Delphine

*Carlo Riva
at 90*

CLASSIC

Yacht

ISSUE THIRTY THREE

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for those who love great boats

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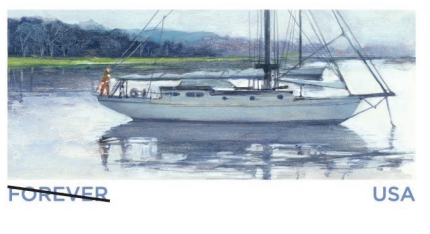
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ROGER THAT

Name That Boat: Post Office Asks For Your Help

I'm with the Postal Service's press office and wanted to give you a heads up that the image of the sailboat on this Forever stamped postcard is based on a 1967 Memorial Day Weekend photo of an unidentified sailboat taken off of Long Island Sound by



artist Burton Silverman. Maybe you could poll your readers to see if they know anything about it. The Postal Service receives about 40,000 suggestions for stamp ideas each year, yet only about 20 topics make the cut--so this sailboat clearly beat the odds.

Burton doesn't know the name of the sailboat or the owner. He's not a sailor, but has a great story about taking



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sailing lessons from a 13-year-old-boy and later renting a small sailboat that ended up ramming a yacht. Needless to say the yacht owner had a few choice words for him. Please feel free to contact him at burton3@gmail.com. You might also visit his website: burtonsilverman.com.

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New Regattas On The Schedule

Hi, I write to you to inform that we are organizing a classic week in Puerto Sherry, El Puerto de Santa Maria, Spain on 23th to 29th of July.

There will take place an *Hispania - Tuiga* Challenge and afterwards the Spanish Classic Sailing Cup where will be the first race for the rebirth 15m International Class, with the *Hispania*



(mast - head)

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(1909), *Tuiga* (1909), *Mariska* (1908) and *Lady Anne* (1912) who is celebrating her centenary. Further information: semanaclasica.com.

Sincerely yours,
Jorge Cervera Garrido

I am the editor of the *Concordian*, the newsletter for the Concordia fleet. 2013 is the 75th anniversary of the creation of the Concordia Yawls and will be filled with a number of events paying tribute to the boats.

The start will be a symposium at the Castine Yacht Club the evening before the Castine to Camden Feeder Race, July 31; there will be another symposium at the Marblehead Marine Festival about a week later; and the 75th Reunion will be the weekend of August 24th at the New Bedford Yacht Club.

Cheers,
John Elde

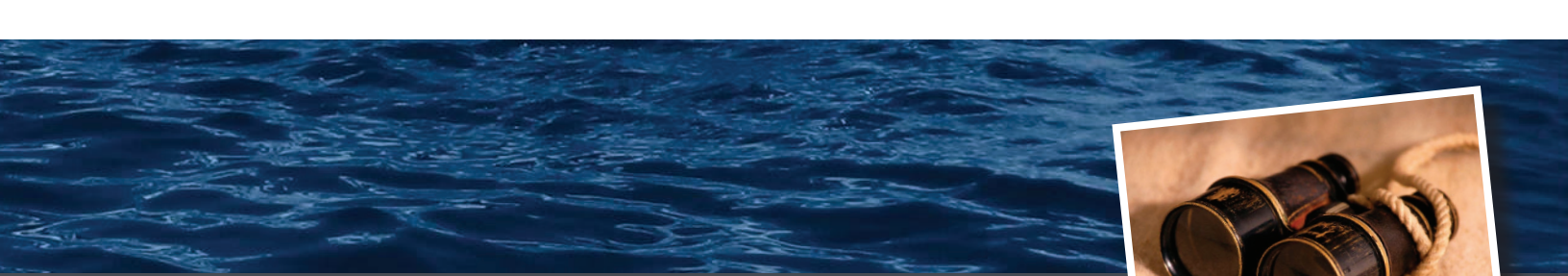
Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to:
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ON WATCH



Preview: 2012 ACBS Annual International Boat Show & Meeting

Featuring 150 of the most unique, beautiful and important antique & classic boats extant, the 2012 ACBS annual meeting will be held at the remarkable Big Cedar Lodge on Table Rock Lake in Ridgedale, Missouri.



Substantive roundtable discussions, symposia, a benefit auction, covered slips for the boats on display and an elegant show scene will attract boat owners and enthusiasts from around the world.

Who: ACBS members & boatlovers

What: Annual Boat Show & Meeting

When: September 16-19, 2012

Where: Big Cedar Lodge,
Ridgedale, Missouri

Why: If you have to ask...

ON WATCH

Safe Boating at Night

Things look different on the water at night. It's easy for boaters to become lost or disoriented and the chance of an accident greatly increases after the sun goes down. The United States Coast Guard and the USCG have teamed up to provide a quick primer on how to move about safely at night.

Take precautions before heading out. Check the weather forecast locally or at noaa.gov, which also lists local National Weather Service contacts. Consider the moon's phase and the amount of cloud cover, which affects how well you can see and how well

other boaters see you in the dark.

Plot a course before leaving the dock. Study the route for water depth, landmarks, navigation aids and hazards, and chart your progress along the way. File a float plan with a relative or friend, who can notify the authorities if you fail to return as scheduled.

Don't rely on GPS alone to avoid a collision. A GPS can't tell you what obstructions lurk just under the surface or between you and your destination.

Remember nav lights! Except for navigation lights, eliminate all white





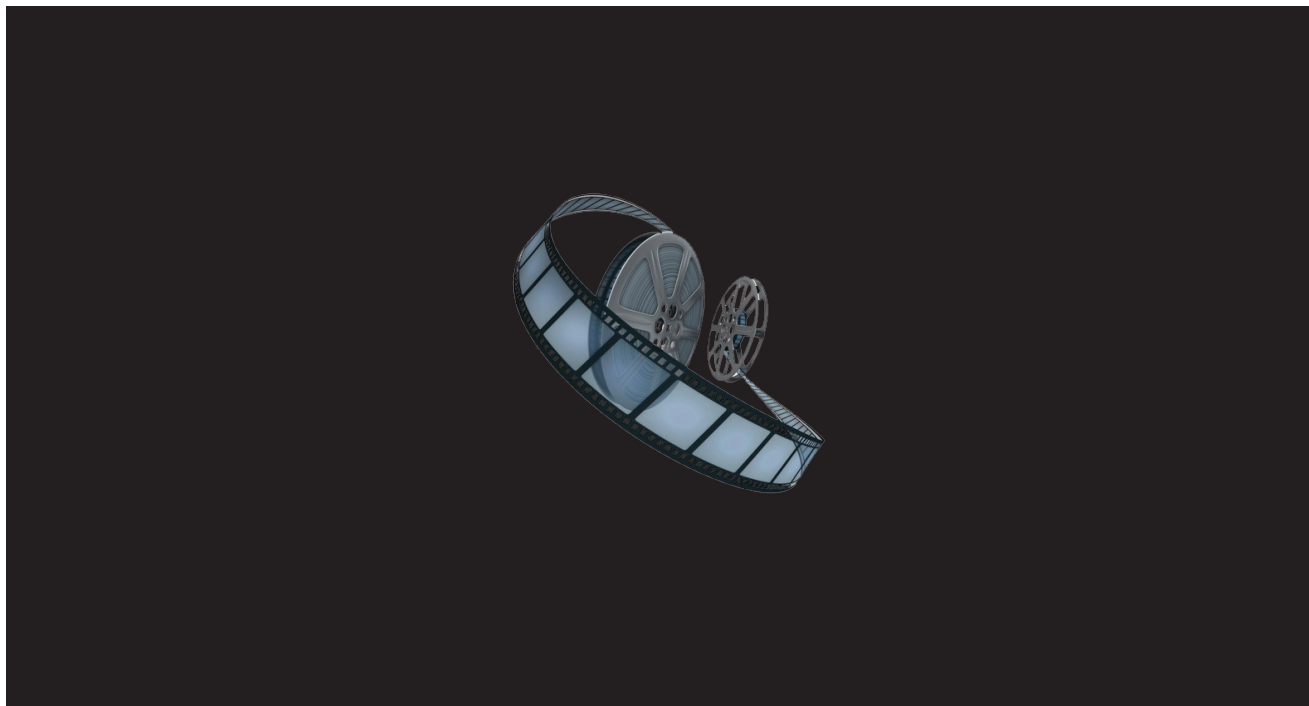
lights, which make it difficult for you to see other vessels and obstructions. Consider replacing them with red lights, which won't affect your night vision. Set your instrument panel dimmer switch to its lowest readable setting. Finally, minimize distractions to

stay alert for hazards and approaching vessels. Turn down music and TVs, and ask passengers to keep conversation low while underway.

For more tips on boating safety, visit uscgboating.org.

ON WATCH

Life Aboard Dodge's Delphine



Horace Dodge, the youngest of the automotive clan and the 'mechanic' of the family, loved yachting. In 1904 he ordered a 40-foot launch. As Horace had always liked to develop his own sources of power, he created the Dodge Marine Division in addition to the car business.

His launch had always one problem: insufficient sleeping accommodation. So in 1913 he ordered the 180-foot *Nokomis I* and four years later, its 243-foot long successor was built. His next yacht, the 258-foot *Delphine*, named after his only daughter, was built in 1920 by Great Lakes Engineering Works near Detroit.

The splendid yacht *Delphine* was finally launched on April 2, 1921 after both Dodge brothers died. At that time she was the largest yacht in tonnage ever built in the US. *Delphine* could reach a speed of 15 knots with her quadruple steam expansion engine designed by Horace Dodge.

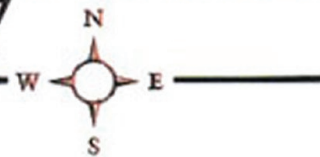
Her voyages were mainly in the Great Lakes area but the trips to the Atlantic Ocean would always be very tricky. The 258-foot yacht with her 15-foot draft was the largest yacht to pass through the locks on the Welland canal and the Saint Lawrence River, in the 1920s.

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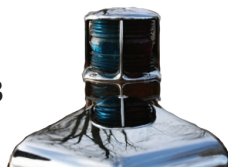
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ON WATCH



Riva Celebrates Carlo's 90th

Monaco – Although the Riva family had started building boats in the 19th century, it was the extraordinary energy of one man who gave birth to the Riva legend - Carlo, son of Serafino, transformed the Sarnico boatyard into a legend with his range of mahogany motorboats. The prestigious Italian boatyard and its followers assembled on July 1 for a triple celebration: 170 years of the Riva boatyard, 50 years of the Aquarama and 90 years for Carlo Riva.

"I don't know what to say - I am so deeply moved!", said Carlo Riva. "My first thoughts go to Prince Rainier who in the

late 1950s introduced me to what was the real Principality of Monaco, then to Prince Albert II, President of the Yacht Club de Monaco, who did me the great honour of coming to greet me this weekend on my Aquarama *LIPICAR IV*."

"Riva's history is intimately linked to that of the Principality, thanks to the Princes who have always been open to initiatives and encouraged the development of recreational boats making Monaco the reference in terms of yachting," said Riva, the 'Ingegnere de Sarnico', at the Riva Trophy prize-giving which ended an exceptional weekend.



The event was organized by Monaco Boat Service in collaboration with the Yacht Club de Monaco and Credit Suisse.

Highlights of three days of festivities included the presentation of the newly launched Riva Virtus 63', the elegance parade on the theme "Be as Beautiful as your Aquarama", won by the crew on *Rombouts* ahead of the 1970 Aquarama Super Gala; a very sixties themed gala

evening at the Monte Carlo Beach; and a grand parade of around thirty Aquaramas in the bay to pay homage to their designer who heavily influenced the art of boating for pleasure.

"His Serene Highness really loved the sea and was a big fan of the Tritone series," remembers Carlo Riva with nostalgia. "In 1958 there was already a big and rapidly



ON WATCH

Riva, continued



increasing problem with the lack of berths in Monaco's harbour for pleasure boats. Prince Rainier III therefore asked me to look into a pontoon project. Despite the scepticism of some, His Serene Highness gave me his permission to build the first pontoons in the harbor based on a very simple concept. Thus Monaco Boat Service was created in 1959. Two years later, Portofino took up the idea." He continued: "His Serene Highness also gave his consent for a tunnel to be blasted under the Rock where boats could be wintered, which shook the very windows of the palace!" The great man has certainly not lost his youthful spirit and sense of humour.

50 years of the Aquarama

Four years later in 1962 the twin-engine Aquarama was born. The prototype was brought to Monaco that summer for her first sea trial, the test driver being none other than the powerful head of FIAT, Giovanni Agnelli. Thus began the rise of the Aquarama as a symbol of pure luxury.

In those days, rarely had a mechanical work of art represented glamour and the

jet set to such an extent. Owners included Ingrid Bergman, Brigitte Bardot and more recently George Clooney, but also industry magnates and royalty, all discovering this elegant new way of boating.

And while Riva may have joined the Ferretti Group in 2001, the patriarch is still on deck, but his work is now focused on marketing and customer service for what has always been and will continue to be his "hobbyhorse". He still works with his other daughter Maria Pia in his marina, Porto Carlo Riva, at Rapallo (near Genoa), the first privately owned marina in Italy. Meanwhile Lia carries on the family tradition, with one of her daughters Chiara, on the Côte d'Azur with Boat Service concessions in Monaco, Cannes and Saint-Tropez. Monaco remains the largest Mediterranean base for Riva classics: 80 of the world's 4,100 listed worldwide are stored here in winter.

Carlo Riva: "I would like to thank the Yacht Club de Monaco and all my clients as it is because of them I have been able to follow my passion and my dream. That is what has kept me so young!"

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ON WATCH

2012 Newport - Bermuda Race





Bermuda – “Thirty-one cases of trophies weighing a total of 1,100 pounds have been shipped to Bermuda from New York,” said Bob Darbee, chairman of the Bermuda Race Organizing Committee’s Prize Committee. “Many prizes are distinctive, including two replica models of Bermuda lighthouses, two trophies made from sextants, and the half-model for the winner of the Carleton Mitchell

Finisterre Award as top boat in the Cruiser Division.”

There are five divisions for different types of boats, and amateur and professional sailors, so the race doesn’t have an official overall winner. But the Lighthouse trophies tend to get the most attention because they go to the fastest boats in the Gibbs Hill and St. David’s Lighthouse



PHOTO: SALLY PICKTHALL

ON WATCH

2012 Newport -Bermuda Race, continued



divisions. This year, Rives Potts' *Carina* became the first three-time winner of a Lighthouse since *Finisterre* in the 1950s, despite a 15-minute penalty for having a professional crewmember steer the boat at some point.

The race also awards prizes for family participation, best finish by an older yacht, largest victory margin, top boat with a U.S. Naval Academy crew and best

combined performance between the Newport Bermuda Race and the Marblehead-Halifax or Marion-Bermuda races.

Three special seamanship awards were awarded for exceptional seamanship in the evacuation of an ill sailor, Nathan Owen, from his boat *Seabiscuit* early in the morning of June 18. Two awards went to the crews of *Spirit of Bermuda* and *Flying Lady*, which were called to assist *Seabiscuit*. The third award goes

to a *Seabiscuit* crewmember, Jonathan Green, who assisted Owen and handled the boat when Owen was evacuated to a cruise ship, and then continued racing singlehanded to Bermuda.

"Our objective is to honor the various dimensions of the race," Darbee said. "One of the oldest and best known perpetual awards is the Galley Slave Trophy which since 1946 has been presented to the cook on the last boat to finish." In recognition of his or her long-suffering duty, the winner is rewarded not only by the trophy but by a standing ovation.



ON WATCH



Panerai Kicks Off North American Circuit

New York, New York – Officine Panerai hosted an event to kick-off the North American Circuit of the Panerai Classic Yachts Challenge while honoring Memorial Sloan-Kettering Cancer Center and Panerai North America's founding sponsorship of non-profit organization, Sailing Heals. The celebration, held on May 23rd at a legendary yacht club in Manhattan, brought together many skilled and famous sailors of all ages from all over the east coast in order to raise a toast to the sport of classic sailing and the restorative, healing power of the sea.

During the evening, sailing enthusiasts and Panerai guests were treated to a showing of the Duran Duran music video Rio, set aboard the classic sailing yacht recently restored by Panerai's CEO, Eilean. Following the video, Rafael Alvarez, President of Panerai NA officially wel-

comed guests to the event and thanked them for their continued support before introducing the evening's speakers.



Sailing Heals Board Member, cancer survivor and current MSKCC patient, Mylissa Tsai told a moving story of her connection to Sailing Heals and the healing powers of the water.



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2012 *WoodenBoat Show*



Mystic, Connecticut – You can always tell when the WoodenBoat Show is about to roll into town, because the streets of Mystic fill with trailers hauling interesting boats. Not that we don't always see a steady stream of watercraft pass by our gate on Greenmanville Ave., but the "classic boat" factor definitely increases that week.

For those who don't know, the WoodenBoat Show is a three-day celebration of all things to do with the beauty and craftsmanship of wooden boats. Produced by the folks at WoodenBoat Publications in Brooklin, ME, for the last number of years the Show has been hosted by Mystic Seaport. It is the biggest weekend of the year for the Museum and people from all over the East Coast and beyond travel to this corner of Connecticut to take in the show. This year we even had a guy pilot his self-built solar electric hybrid all the way down from New Brunswick, Canada.

Pretty much every available spot around the grounds is taken over by the more than 140 vendors. If you are looking for a boat, a builder to build you that boat, or that special tool or book, you could find it at the show. And if you wanted to build your own, you could do so at the Family BoatBuilding tent where teams spent the

ON WATCH

2012 Mystic Seaport Wooden Boat Show



weekend putting together a kit with the goal of splashing it on Sunday afternoon.

But of course the highlights of the event are the boats, the gorgeous boats. With so many fine examples on hand, it does not seem fair to select only a few to mention, but seeing the 1938 Concordia yawl *Java* (hull #1) was a treat, as were the two recently restored 1926 Mower-designed Sound Inter Clubs. The Herreshoff Maritime Museum sent their Fishers Island 31 *Kestrel* and right next to her was Oakcliff Sailing's Newport 29, *Dolphin*. Both were a testament to meticulous care and brightwork and that special Herreshoff eye for a curve.

Out at the end of the North Pier was the schooner *Rebecca*. If you have read the book "Schooner: Building a Wooden Boat on Martha's Vineyard," then you know this vessel. A 60-foot masterpiece of wood and craftsmanship from the ways of the Gannon & Benjamin Marine Railway in Vineyard Haven, her presence was significant as the yard founded by Ross Gannon and Nat Benjamin in 1980 was the subject of a special tribute dinner for

their contribution and inspiration to the wooden boat community.

A different focus this year was to use the live demonstrations to highlight the skills and techniques being applied in the restoration of the *Charles W. Morgan*. Over the course of the weekend visitors were shown how the museum's shipwrights splice a plank to shape, steam it to make it pliable and take a bend, haul it to the side of the hull and clamp it into place, and finally fasten it with wooden trunnels driven by sledge hammers. On most vessels planking is a task managed by one or two people, but when you are talking about planks that are 40 feet long, up to 18 inches wide, and 4 inches thick, it takes quite a crew and some serious equipment and muscle.

"They told me it would be impressive," one gentleman from Pennsylvania commented. "But you really have to see it to believe it. These are some serious slabs of wood."

These are just a few of the highlights from what was a very fun event.

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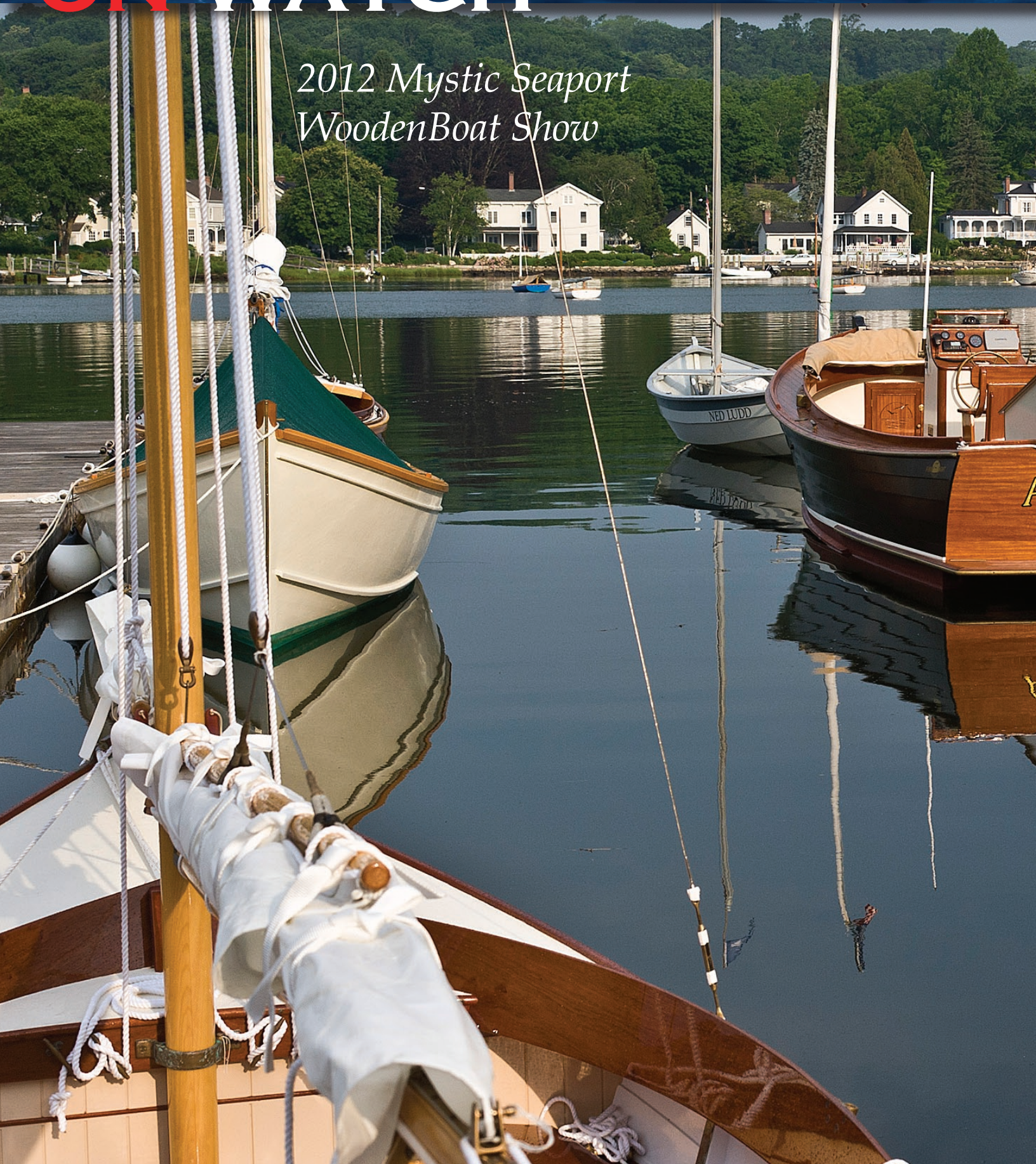
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ON WATCH

*2012 Mystic Seaport
Wooden Boat Show*





ON WATCH



The Life of a Middle-Aged Boat And What To Do About It

Alexandria, Virginia – With people, middle age begins at around 40. With boats, it's about the 10-year mark. And for both, it signals a time when age begins to show. With decade-old boats, that means taking a hard look at things that haven't been checked out over the years. BoatUS has these nine "middle age" maintenance tips on boats:

Bilge pumps: Like a Louisiana oil field roughneck, a ten-year old bilge pump has likely lead a tough life. Switches are often the first to go, so make sure yours works fine by pouring water in the bilge to activate the pump, making sure nothing interferes with the switch. Take a close look at wire connections as they often are near or in standing water at the bottom of the boat.

Fuel hose: When it was new, the fuel hose did a great job of delivering fuel to the engine. Over time, gas can permeate the hose wall causing damage. Take a rag around the hose, wipe it down and then smell the rag. If you smell gas, replace hose. If you do have to replace, always install new hose clamps, too.

Steering and control cable: Like an arthritic knee, bend the cable in your hands and listen for "crunching," a telltale sign that all is not well. Swelling and rust are also bad signs and indicate it's time to replace.

Caulked fittings: The boatyard rule of thumb is that after 10 years, the bedding compound owes you nothing. Begin a schedule to periodically remove and rebed fittings, doing a few each year so the job isn't overwhelming. This will keep the leaks out that could lead to more expensive repairs.

Prop: Eventually all props get dinged, and you may not see the damage clearly with your eye. If it's never been to a shop, now is a good time to take it to a prop shop for reconditioning, and you'll also likely save some money on fuel with a tuned prop.

Other drive gear: If you have an inboard, the cutlass bearing might be due for replacement, especially if there's more than just a smidgen of play in the drive shaft. It's also time to take a hard look



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at the stuffing box. If you've had to re-tighten the stuffing box nut often, it's time to replace the packing.

Exhaust manifolds: If you boat in salt or brackish waters and you still have the original manifolds, thank your lucky stars they haven't failed yet. Now is the time to do some proactive maintenance to replace them. "Leaking manifolds can destroy an engine," said BoatUS Seaworthy Magazine Associate Editor Chuck Fort.

Seacocks/Through Hulls: If it's been years since one has been fully opened and closed, it could be frozen, and that's

useless. Make it a point to work seacocks a few times each season and while you're there, check the hose clamps.

Standing rigging: When was the last time you had a close look at all of the fittings and mast attachments (even the ones up high)? Ten years is a long time for rigging on boats that are raced, but even those used for day sails can suffer from the cyclical loads that cause stress cracks, and saltwater can cause corrosion in swaged fittings not easily seen by the naked eye.

For more information on inspecting middle-aged boats, go to BoatUS.com/middleagedboats.

ON WATCH

Olympic Yacht Built From Hockey Sticks, Hendrix Guitar

Emsworth, Hampshire, UK – The newly launched 30ft yacht *Collective Spirit* will sail along the south coast of England from July in the run-up to the Olympics. The boat was built from 1,200 pieces of wood, including bits from Jimi Hendrix's guitar.

The artists who came up with the idea, Gary Winters and Gregg Whelan, visited 20 locations in the UK seeking wooden

donations to be used in the building of the craft. The pair also invited members of the public to bring wooden pieces to their boatyard in Emsworth. The only criteria were that the items were made from wood and had a story. Donations included a section of Brighton's West Pier; a plank from the London 2012 velodrome; several hockey sticks; a Victorian police truncheon; large crates used to transport gold as British securities to Canada during World War II and a hairbrush used by a make-up artist at Pinewood Studios in the 1960s.

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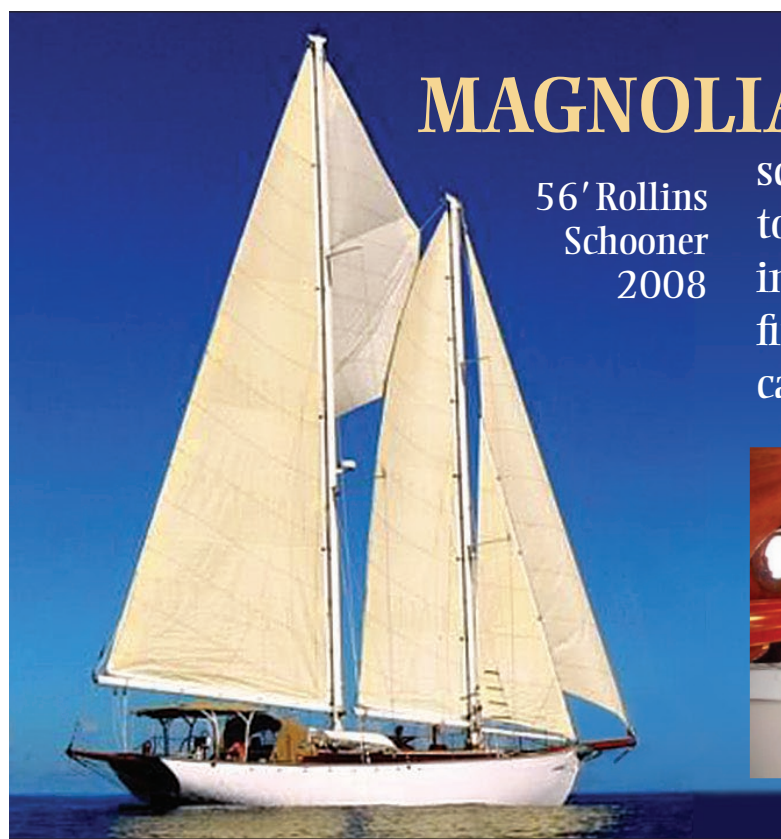
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ON WATCH

Sail Newport and Museum of Yachting Join Forces

Newport, Rhode Island – The Museum of Yachting and Sail Newport will partner to create a new type of public sailing facility in Newport—one that marries maritime history, heritage and on-water activity. Both organizations will share space under a single roof, in the building that has been home to the museum at Fort Adams State Park.

The museum will continue to educate the public about maritime history and tradition by hosting exhibitions and events; Sail Newport will continue to create affordable sailing opportunities for the public and draw world-class regattas to Newport. But both organizations will share facilities and draw from each other's strengths to create a new

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kind of center for the community where young school children, students, competitive sailors, residents and visitors can all learn and participate.

“There has been a sea change in how museums today need to operate and stay relevant – and that sea change is a move toward offering more participatory opportunities, as opposed to only traditional exhibits and static displays,” said Terry Nathan, president of the museum and IYRS. “Partnering with Sail Newport is a perfect way to tell the story of yachting and give people of all ages a chance to experience that very activity.”

The museum building is seasonal, open from May to October. Sail Newport will maintain its current base in the state park, but additional space in the museum building and basin gives Sail Newport room to enrich what it can offer to the community.

According to Executive Director Brad Read, Sail Newport has grown exponentially in recent years. In 2000,

this community-sailing organization taught 200 children to sail, but today that figure exceeds 1,000; the Sail Newport fleet has grown from 40 boats to over 130. Sharing facilities with the museum gives Sail Newport an opportunity to collaborate on new programs, create affordable sailing opportunities for more individuals, and establish the type

A red mahogany speedboat with an American flag, moving quickly across the water, leaving a white wake. The boat is shown from a side profile, angled towards the right. The background is a clear blue sky and distant green trees.

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1966 "Faith"

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ON WATCH

Sail Newport & MoY, continued

of regatta facilities that will draw more world-class events to Newport and the local economy.

The long-range plan is to develop programming that can attract the funding to transform the museum building from seasonal to year-round use.

Over the past five years, the museum has worked with marine trades and technology school IYRS, located across Newport Harbor, to create exhibits that tell the story of yachting and the restoration projects being done at the school—such as designing displays around the restoration of the 1885 Coronet, creating living exhibits where visitors watch shipwrights at work, and staging displays on the IYRS campus so in-town residents and visitors can stop in on their travels down Thames Street.

This summer, an exhibit on Coronet will be on view at Fort Adams. On June 1, "The William I. Koch Collection: Art, Artifacts & Memorabilia of the America's Cup" will be unveiled at the IYRS campus. This display of fine paintings, rare

d



books, silver, photography and historic memorabilia is comprised entirely from the collection of William Koch—a world-class sailor, who won the Cup in 1992 and developed the historic all-women's team in 1995, and an avid collector of art. Works from his collection have also been viewed at leading museums such as the Louvre in Paris and the Metropolitan Museum of Art.

Sail Newport and the museum have already established a working partnership on other projects. Sail Newport organizes all the on-water aspects of the annual Museum of Yachting Classic Yacht Regatta, an event sponsored by Panerai that takes place over Labor Day weekend.

sailnewport.org moy.org iyr.org

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ON WATCH

Stop And Stare: Video of Pasha

St. Somewhere – Sometimes it's just fun to stare. Consider this one of those occasions.

This beautiful classic yacht, *Pasha*, was designed by American naval architect William Frank to be his own yacht and was built by Global Yachts (the Howdy Bailey yard)

with high grade marine aluminum in Norfolk, Virginia. The designer wanted a strong, fast and comfortable yacht which would benefit from the reduced maintenance associated with modern materials, but one which retained a handsome traditional look; as a result, the build was said to be completed not to a cost parameter but by using the best quality materials, fittings and equipment available to the highest standards.

Massive frames and heavy hull plating built a very strong hull and deck; teak decks are overlaid to the aluminum deck plating without mechanical fastenings; deckhouses, butterfly hatch and deck furniture are of the highest quality Honduras mahogany and still look as good as the day they were made.

Below she is a fine example of the gentlemen's days of yachting. In 2008, her 10th birthday, she took second place in the 'Concours d'Elegance' at the Antigua Classic Regatta.

A sailboat with a white hull and a large white sail is sailing on a blue sea under a clear sky. The sail has the number '97' and the 'NORSEBOAT' logo. The boat is a classic design with a wooden deck and a small cabin. The background shows a distant shoreline with hills.

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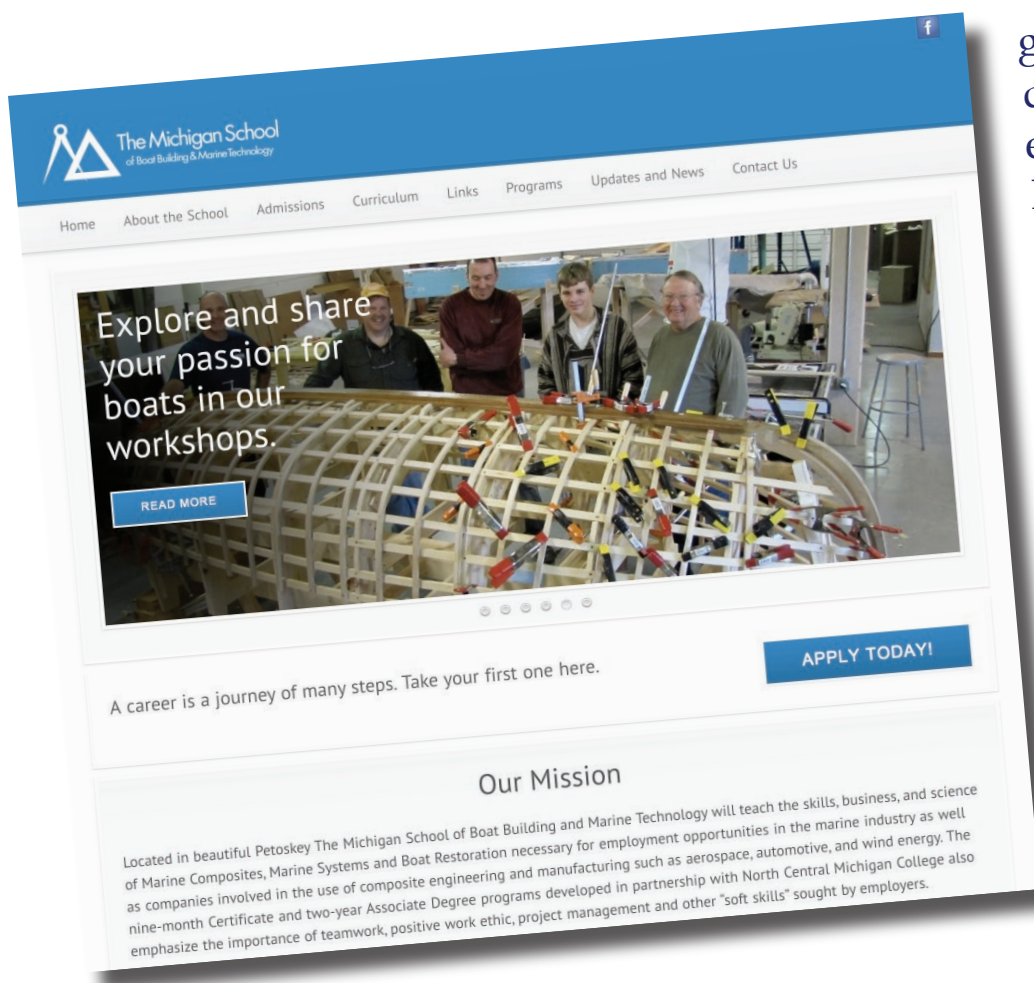
This well built, well taken care of classic was completely rebuilt in 2006 with no system untouched. Professionally maintained, with recent replacement of the for deck and aft deck (engine hatches). All exterior varnish stripped and recoated with 15 coats of hi gloss varnish. All hardware was rechromed. The boat has an adjustable removable bimini top enclosure, with a removable aft bimini that will cover the entire cockpit, and complete isinglass panels for all openings. A full boat storage cover is also included.

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ON WATCH

The Michigan School Grows, Overhauls Website



going,” said Jim Rummer, director of career technical education at Charlevoix-Emmet Intermediate School District, which is teaming up with the new Michigan School of Boat Building and Marine Technology on the effort.

Dave Lesh, executive director of the boat building school, noted that many people have donated funds, supplies, equipment and effort to help the institution get established in the past year or so.

Petoskey, Michigan – The Michigan School of Boat Building and Marine Technology is growing. It’s recently overhauled its website to better reflect the school’s mission. In addition to the regular curriculum, the school teaches interested local high-school students about boat building methods as well. “I think we’re just scratching the surface of where this program is

“All of the support we’ve had from the community has just been unbelievable,” he said.

A number of marine industry professionals helped teach students in the high-school program. “Every instructor we had did it pro bono,” Lesh noted.



The boat building school plans to continue to offer opportunities to local high-school students again during 2012-13, including advanced instruction for returning students.

The boat building school also plans to launch a post-secondary program offering training in composite construction and marine systems.

The school has been licensed by the state of Michigan as a proprietary school, and plans to form an articulation agreement with North Central Michigan College to allow students to complete their boat building studies as part of an associate degree program there, and potentially gain access to financial aid opportunities.

themichiganschool.org

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ON WATCH

Sailing Grant Awarded to Herreshoff Marine Museum



Bristol, Rhode Island – The Herreshoff Marine Museum announced that it has received a grant from the McCarthy Family Foundation of Salt Lake City, Utah. The grant is intended to support offering full and or partial scholarships to at least 10 students this summer. Awards will be based on need, and named the “McCarthy Family Foundation Sailorship Award”.

As the community sailing center for the town of Bristol, with a focus on public access and affordable programs, this grant helps the museum fulfill its mission

of public education and inspiration. The grant is for the Seamanship Program, a public sailing program, which begins June 25th for beginner, intermediate and advanced sailing students aboard the historic Herreshoff 12 1/2s, a 32-foot row boat, and the Fishers Island 31 *Kestrel*.

Program Director Richard Feeney: “Now in its second decade of operation the summer program here is unique. Sports? We teach the sport of sailing. Art? We teach the art of seamanship. Overnight? We do that aboard *Kestrel*. Arts and crafts? Learn to varnish and



paint and use tools in our woodshop. Science? We teach science and math with activities linked to local and national curriculum objectives. Engineering? We have high school lessons introducing marine engineering. All this and rowing too? This summer we are working with Dharma Voyage to offer rowing in a large, wooden, open-water row boat. The six-oar boat will be used for introductory

and adventure rowing classes.”

In addition, the HMM now offers family sailing classes, women’s sailing classes and private lessons.

Interested students should contact Richard Feeny at the Herreshoff Marine Museum.

More information is online at www.herreshoff.org/programs/sailing_



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ON WATCH

The Landing School/Southampton U. Partnership Expands

Arundel, Maine – The Landing School announced their continued partnership with Southampton Solent University, offering Landing School Yacht Design students the opportunity to study abroad and earn a Bachelor's degree. The Yacht Design Program at The Landing School is part of an articulation agreement with Southampton Solent University in

the United Kingdom. Southampton Solent University offers one of only two Bachelor's degrees in Small Craft Design available in the world, the Bachelor's of Engineering in Yacht and Powercraft Craft Design.

Graduates of The Landing School Yacht Design program who achieve a final GPA of 2.4 or better are entitled to advanced placement in this prestigious degree program, meaning that they can complete a Bachelor's degree in a total of three years. Generally, students from the United States don't have the qualifications needed to enter this program. Since this partnership began in 2009, six Landing School students have graduated from the Southampton Solent program with three more selected to attend this fall.

Steve Dalzell, current Landing School Yacht Design Instructor and former Southampton Solent faculty member says, "This partnership offers an unprecedented opportunity for Landing School students to obtain an internationally recognized Yacht

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Design degree. Better still, students have the opportunity to network with a global group of fellow yacht designers which provides them with job opportunities that reach far beyond the United States."

Robert DeColfmacker, President of The Landing School, says, "By combining a

10-month Yacht Design diploma from The Landing School with a Bachelor's of Engineering from Southampton Solent University, graduates are highly prepared for a career in yacht design and walk away with an education that is second to none."

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The photo above takes up one column inch, for example. It's a great way to make a visual impact. You can buy 140-character bundles of text to your heart's content, and as many photo column-inches as you want.

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New England Vintage Boat Auction

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July 21

nhbm.org

Lake Tahoe Concours d'Elegance

Carmelien Bay, California

August 10-11

laketahoeconcours.com

Finger Lakes Classic Boat Show

Skaneateles, New York

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flc-acbs.org

Les Cheneaux Islands Boat Show

Hessel, Michigan

August 11

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Lake Winnepesaukee Classic Boat Show

Meredith, New Hampshire

July 28-29

acbs.org

Lake George Classic Boat Rendezvous

Lake George, New York

August 24-25

acbs.org

PENMANSHIP

How Many Boats Are Really That Good?

I've been advising some friends at our local Sparkling Waters Yacht Club on which powerboats to look for – and avoid – as they scour the market for their next Break Out Another Thousand.

And I have found that I keep saying “Ahh – no, you see, this boat or that boat has a bad...” or, “Mmmmm...the Entropic 42 really wasn't designed for open water”, or any number of reasons why someone else's idea of a great boat might have flaws that only years of heartache will fully reveal.

Which begs the question: how many boats out there are really *that* good? Certainly there are unassailable classics like the Boston Whaler 13, the Bertram 31 Moppie or any Grand Banks which *must* be the pinnacle of boat design and construction for their type, right? Not so fast.

Let's start with the venerable 13-foot Whaler. We all know you can cut the thing in half and head across the north Atlantic with aplomb. But the best rationale for converting your old 13-foot Whaler into a six and a half-foot Whaler is to improve its handling! See, the boat taken as a

whole has a tendency to porpoise....UP and down, and UP and down and UP...I remember an owner of one of these otherwise fine boats telling me, “I *live* on the trim button” as he raised his calloused thumb in surrender. The porpoising effect of the 13 Whaler can be hypnotic, so much so that I almost hit a buoy in one after a half-hour running at speed. UP and down, UP and down...

But certainly the Bertram 31, which famously won the 1960 Miami-Nassau race in 8-foot seas, must be the ideal offshore boat, right? The first boat with a 24-degree deep-vee bottom, she nearly sliced through the steep seas, finishing hours ahead of the only other boat to finish the race that day. Trouble is, that ultra deep-vee hull gives about as wet a ride to her



Thoughts from yacht designer Bill Prince



crew in 3-foot seas as she surely did in 8-footers. Salt spray covers the boat and everyone's sunglasses. It's like your kids' favorite water park ride in any lively sea condition. The boat can make a real mess.



Fine, you say. Those aren't real cruising boats. Cruising boats are designed with more attention paid to details. Cruising boats like the Grand Banks 42. Certainly the GB possesses timeless good looks and generally excellent seakeeping abilities. And for a quarter century it's been one of the best-built production powerboats available. But I've chartered them for family cruises and I can tell you they have one big drawback – they have no pilothouse.



Sure there's a helm down below. It's got a wheel, a shift/throttle or two and

enough room to screw a chartplotter to the overhead at a funny angle. But this does not count as a pilothouse! Being part of the galley/salon/Disney DVD onboard theatre, it's impossible to keep interior reflections from wreaking havoc on the skipper's night vision underway. And there's no dinette down below to stuff that DVD theatre or anyone who might want to read by the warm glow of a Chinese 12V brass lamp. Even the Grand Banks could use a healthy dose of improvement.

As designers and engineers, our office is busy helping shipyards, yacht builders and private clients realize their dreams. But if even many of the revered classics aren't as good as they could be, we've got lots of good work to do, designing better boats!

Bill Prince is a yacht designer and marine engineer. Over the past fifteen years his design services have been applied to boats for Hinckley, New England Boatworks, Brooklin Boat Yard and others, as well as the United States Coast Guard.
BillPrinceYachtDesign.com

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sensual and well-crafted, the Palm Beach
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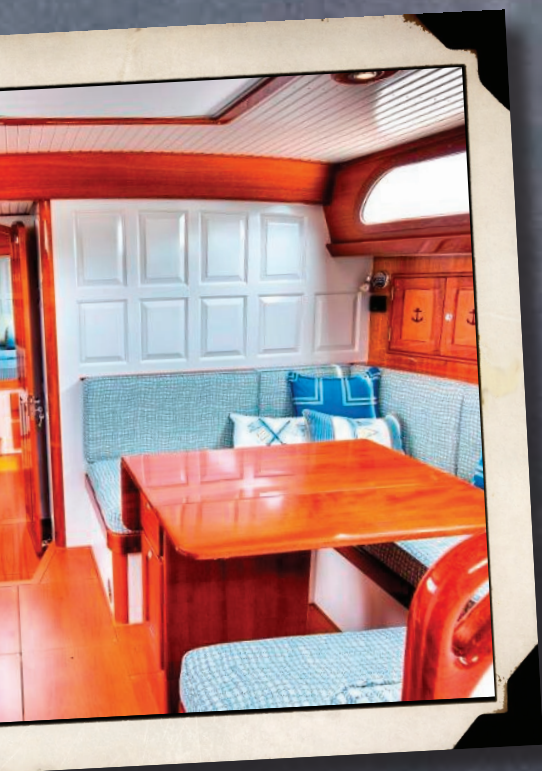


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M52**



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Morris M52 has sweet lines, a healthy
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Morris created a classically styled cruising boat that retains the features and sailing performance of the M36 and M42. The M52 provides luxurious accommodations and a larger cockpit. She has a real sense of adventure about her, balanced with the craftsmanship from Morris that makes her owners feel confident and safe.

INSTANT CLASSICS



**Comitti
Venezia
28**



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We decide what's cool, now.

Italian runabouts come in essentially one flavor, and the Comitti Venezia 28 is no exception. Reaching speeds of 49 knots, the boat can be had in metallic silver for a striking look at speed. She's no Riva but at a lower price point she makes a good Italian platform for those who want to feel like they're on Lake Como wherever they go.



The Comitti was originally developed as a limousine for two famous hotels on Lake Como, Italy. Now the Venezia 28 Runabout version has been developed and has become the most popular model in the Venezia line, accommodating up to six adults in the main cockpit with a day cabin and electric head.



LOVEMETENDER



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LOVE METENDER



Metan Marine, located out of Halifax, Massachusetts, is gaining national notoriety for its meticulous boat restorations, taking boats like Boston Whalers, SeaCrafts and Bertrams from the '60s, '70s and '80s and completely remanufacturing them into 2012 vintage beauties. Interestingly, their restorations have recently been certified by the Coast Guard as new boats and each receive a new hull ID number. In addition, because Metan is so confident

with their product, they offer a 10-year structural guarantee on all their Vintage Beauties. Metan Marine offers transportation services to anywhere in the country.

Mike Borrelli, President of Metan, had the idea of marketing his restorations as tenders while on his travels in Ft. Lauderdale, Charleston, San Diego, and even the Italian Riviera, seeing many boats like the Boston Whalers



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on top of beautiful yachts. And like so many yachts adorned with exquisite mahogany and teak wood detail, his restorations mirror the same classic look. In addition, his tender restorations can also be customized to the customer's needs, such as adding a dive door, a t-top, sanitation system, additional seating, etc. Prices for these tenders start at \$27,500.

Metan's Vintage Beauty Tenders are better than new and really are made for yachts.

For more information on Metan's tenders or other boats and services provided, contact Vince Miragliotta at 781-293-2755 or visit www.metanmarine.com



DESTINATIONS

Story: Jim Mahan

Photos: David Petersen

**Southeast Alaska offers some of the most
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SEAS: Sailing in Southeast Alaska





Breathtaking mountains rise up out of crystalline waters. Nooks and crannies of the Inside Passage offer glimpses of wildlife, hidden hot springs, and bobbing ice bergs. Orca and humpback whales escort fleets of sailors past glaciers and snowmelt-fed waterfalls.


This unique land and sea-scape provides equally unique sailing and is home to Southeast Alaska Sailing (SEAS), whose mission is to promote sailing in this beautiful region.

SEAS, a vibrant, rapidly growing sailing club based in Juneau, Alaska, sponsors a series of 14 challenging

races between May and September. Called the SEAS Cup, this series visits all the harbors around Juneau, from the docks of Taku Harbor and Funter Bay to anchorages at Admiralty Cove.

The most challenging of these races is the Spirit of Admiralty—the longest inland water race on the west coast and the crown jewel of Southeast Alaskan sailing.

The 2009 Spirit of Admiralty celebrated the 50th anniversary of Alaskan statehood and this year is the 28th running of the race. The race requires a circumnavigation of



Admiralty Island – with a layover at Warm Springs Bay just off Chatham Straight on the east side of Baranof Island.

According to SEAS Commodore Brian Lieb, “This event is unique because it is an incredibly difficult and trying race that starts and ends in Juneau, and it sails through the night.” The race begins the Saturday before the

Summer solstice each year and always offers some intense competition and typically challenging conditions.

SEAS also sponsors weekly events to promote sailing. Each Wednesday, the fleet sets sail from Harris, Aurora, and Douglas Harbors to participate in “Get Out the Boat” races. Designed to encourage new sailboat owners to bring their boats out for safe,



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supportive, yet competitive buoy races, this series provides a venue for attracting new members and increasing participation in major events.

In addition, each Friday sailors can attend the Auke-ward Regatta—an instructionally focused event based in the north Juneau harbor Auke Bay.

If you would like more information about SEAS and sailing in Southeast Alaska, visit the SEAS website at <http://seasailing.us> or send an email to commodore@seasailing.us.

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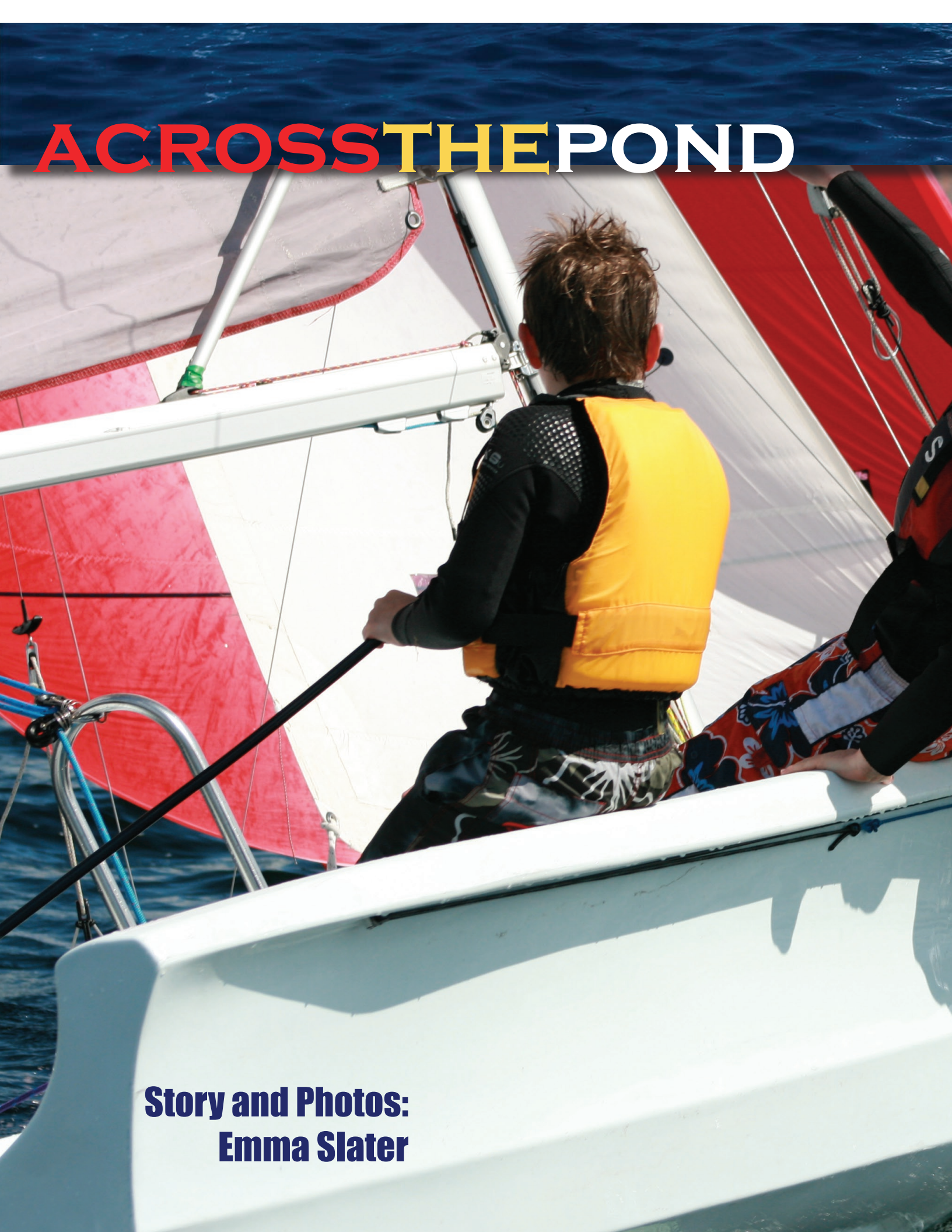
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ACROSS THE POND

**Story and Photos:
Emma Slater**



Fun On The Water **Getting kids into sailing.**



Ask any child what they enjoy about sailing and you'll find that in most cases fun and friendship are pretty much top of the list.

Racing or playing games on the water, no matter the weather, and meeting lots of youngsters the same age, is a winning combination. So it's no surprise that for many sailing becomes not just a hobby, but a lifelong passion.

Sailing also helps them to develop a whole range of life skills including keeping fit, building confidence, self-esteem, resilience and independence.

Parents meanwhile find it is a chance for them and their children to enjoy their spare time together, and many also see an improvement in school work which coincides with a growing interest in their



ACROSS THE POND

offspring wanting to spend all their spare time sailing.

So how do children get into sailing and then get hooked?

Many youngsters have their first experiences through family members who already sail dinghies or keelboats. Others find a way into the sport through one of the many RYA recognized sailing clubs or training centres, which offer courses for all abilities. Many also run junior and youth clubs to help youngsters stay keen and progress with their sailing.

Holidays which include sailing clubs and lessons can also provide a great introduction to the sport or an opportunity to develop skills further, while at the same time providing a great way for all the family to have fun together.

Traditional summer regatta weeks are also well worth considering as there is usually a special effort to involve children with dedicated racing, prizes, games and socials.

Whatever kind of sailing you are doing, the most important factor to remember

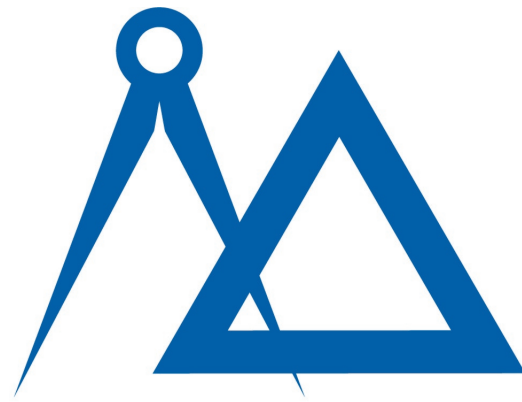
in encouraging children into sailing is the fun factor.

Ask many youngsters about their favorite sailing activities, and aside from enjoying racing their friends and taking part in events, you will find that capsizing, water fights, pirate treasure hunts and sailing picnics feature high on their wish list!

Children don't tend to approach sports like grown-ups – they like to win or do well but their mission in life is also to be with their mates and have a laugh.

Try to get a seven-year-old to sail in a straight line and you might be lucky. Give them the incentive of a bar of chocolate if they manage to sail up to and hit a buoy and you will find you're onto a winner, while they realize they can steer after all!

And while a mid-week evening race for mum and dad is a chance to enjoy some extra sailing, for youngsters, the biggest incentive is that it's an opportunity to stay up late on a school night.



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Ultimately though, with the right approach, children come to regard sailing as pretty special in its own right and once you have a child who has fallen in love with the sport, you will find the sailing club becomes their second home. Not such a bad place to be in your spare time!

Games are great!

When it comes to children and sailing, a vital point to remember is that they are not mini-adults. They don't think or learn in the same way as grown-ups – and need lots of play!

Alan Williams, RYA National Optimist Coach, says there should be three main aims when it comes to encouraging children on the water: 'It's got to be fun, it's got to be safe, and it's got to be about them learning new things.'

Alan says children enjoy learning new things and a secret to success is ensuring it is in 'easily digestible chunks'. "It's about making step by step progress and improving confidence. What's important is that they have realistic goals to achieve."

He says it's essential not to make things too hard for children or they will lose interest. "I always describe youngsters' confidence as very fragile. It takes time to build and you can knock it down



overnight. The key is for youngsters to develop resilience. They're not going to win everything. They can't just be the best tomorrow. When anyone makes



progress there are ups and downs along the way. When things are going well it's great. It's when they're not doing so well you have to pick them up. Success is a bumpy road and we want to reinforce

on the water, whether it's a great mark rounding, or coping even for a short time on a breezy day – the aim is to keep children motivated, confident, and of course, having fun.



the positives along the way.”

It's possible to take the good points from even a bad race or afternoon out

Games are ideal for generating loads of on-the-water fun while at the same time developing confidence and skills. Alan has the following suggestions:

- **Whistles Game:** This is a great game. Start off sailing across the wind. One whistle to head up to close hauled, one whistle to tack, one whistle to bear away onto a run, one whistle to gybe, one whistle to head up to close hauled. And so on....
- **Do As I Say Game:** Boats start off sailing across the wind. Coach shouts what to do next similar to whistles game but also includes: standing up; sitting down; finger on nose; do a pirouette; stand on one leg; and so on ...
- **Blindfold Sailing:** Use a windward leeward course in light winds. One sailor is blindfolded and the other sailor guides the blindfold sailor around the course. A great game to develop

ACROSS THE POND

communication, trust and feel while sailing.

- 360-720 Game: Set up a simple course, such as windward leeward, triangle or a diamond, and lead the sailors round the leeward mark to start the game. The first boat to the first mark has to do a 720 and scores 2 points and the second boat does a 360 and scores 1 point. The game keeps going until one boat scores 7 points and is the winner. Then restart the game.

- Follow the leader: This is a great game where the boats follow either a lead boat or a coach boat, accelerating, slowing down, tacking, gybing, heading up or bearing away etc.

Top tips for kids, sailing and smiles!

- Number one - it has to be fun!
- Concentration spans can be limited with small people – keep things short and varied.
- Have a pocket full of sweets for prizes and bribery as and when required!
- Children run out of energy quickly

and need fairly short sessions afloat, with regular chances to fuel up on drinks and food.

- Wear the right kit - nothing kills off the enthusiasm of a child quicker than being cold.

- Don't be too complicated, and use pictures and diagrams - saves a thousand words!

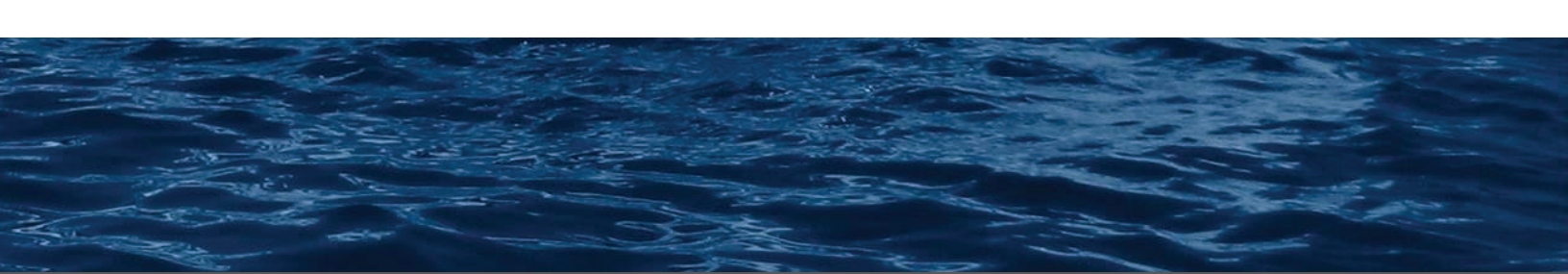
- Children like to do well – set achievable goals.

- Cruising? Have an aim, whether it's a picnic, a stop at a pub, or a spot of fishing.

- Consider what type of sailing might suit your child best – For example, if you sail keelboats, think about going back to dinghies with the children, and if you usually sail big events, about going back to club sailing.

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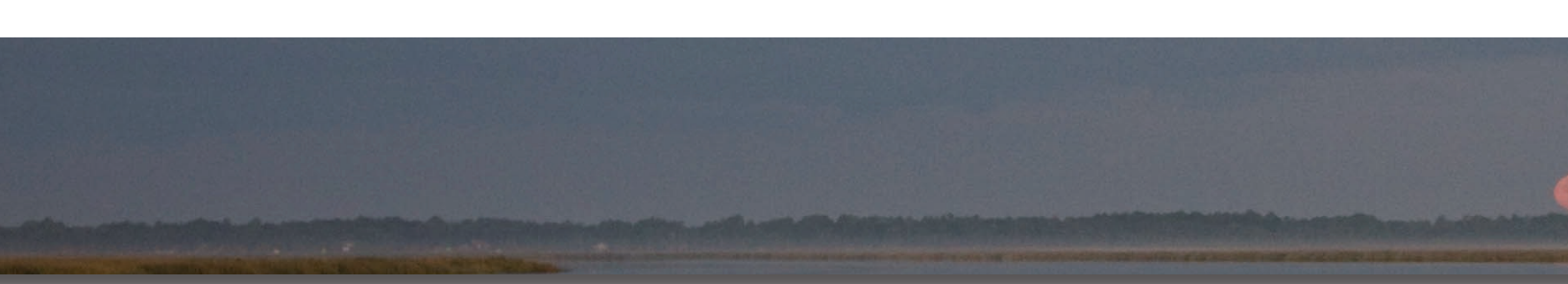
INTHESTREAM

**Story & Photos:
Tammy Kennon**

Popping my head out of the companionway hatch on a chilly November morning, I peered around in a pre-coffee blur. On the horizon, the rising sun looked about like I felt: pale and lifeless. Then, I noticed the sun was sinking.

*Novice sailor Tammy Kennon thoughtfully
examines a cruising life's learning curve.*





It didn't take me long to realize, even without coffee, that I was looking, not at the sun, but at the full moon setting in the west. The current in Georgia's Darien River had spun the boat around in the night, so that our stern, which had faced the moonrise in the east last night, now faced the moon setting in the west, its pale pink glory sandwiched between a gray sky above and gray water beneath.

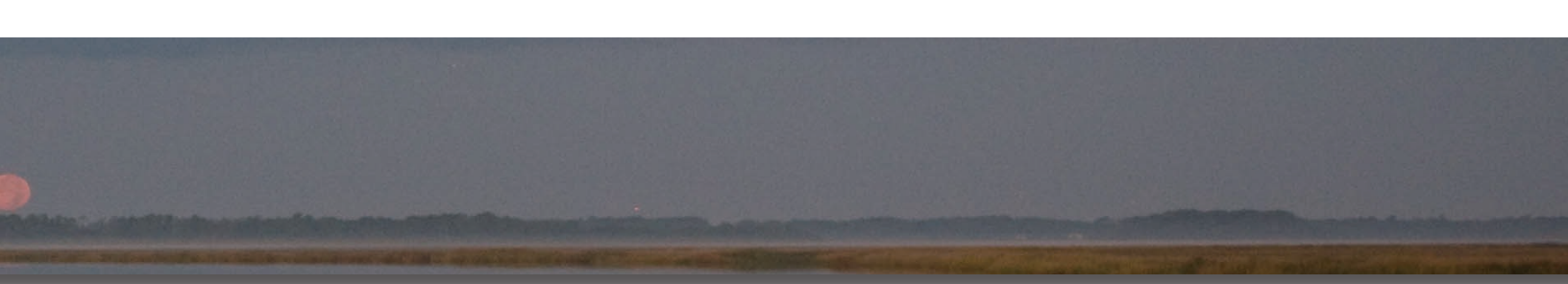
How is it that even though the moon has set at sunrise more than 600 times in my lifetime, I had never bothered to witness it? How fortunate for me that my first time was in Georgia.

When we'd cast off from our home port in North Carolina four weeks earlier, I had a bead on turquoise water, not a slog down the Intracoastal Waterway. Anxious to make our way south as quickly as possible, we had sat for a week in Beaufort, South Carolina, waiting for an offshore path to open for an overnight sail to Florida, saving ourselves almost a week of traveling through Georgia on the ICW. But a series of low-pressure systems kept chugging up the coast with no break in

sight, leaving the inland path through Georgia as our only option. Cold wind chasing us from the north and warm island breezes beckoning from the south made both of us eager to keep moving.

The weather sent us through Georgia, despite the fact that our fellow cruisers had grouched about its perils: 9-foot tidal swings, currents changing every few miles, unpredictable shallows, exposed sounds and a meandering route so winding that it sometimes feels like you're backtracking.

What they hadn't mentioned was the payoff. Those 9-foot tides create a sprawling marshland that is a thriving habitat for shore birds, fish and reptiles -- and completely inhospitable for human development. The ICW wanders through miles and miles of rare undeveloped waterfront on our coast, human-free but for fellow travelers and a few fishing boats. A midday low tide kept us from traveling past midafternoon, leaving us long, lazy hours at anchor in complete solitude, no sign of human existence other than an occasional vapor trail left by a jet too far up in the atmosphere to be heard.



For much of our first four weeks, the emotional impact of getting underway and the precipitous learning curve of a new cruiser had hogged my attention. Let's just say I was self-absorbed. But if our relatively glacial pace was beginning to iron out my psyche, it was Georgia that truly captured my attention.

It's hard to remain oblivious when gliding within yards of a majestic bald eagle perched on a marker. Even more so when it takes flight right beside your cockpit. And no internal storm can stand up to a roiling squall approaching on the horizon.

Standing there groggily on the top step in the Darien River, I was captivated by the grandeur of nature.

The utter silence of gray. The screech of gold marsh grass slicing through the sheer artistry of gray on gray on gray on blue. The sweet and gut-wrenching science of pink wrought by sun and bits of atmosphere.

Perhaps we didn't put a notch in our belt by going offshore, making it from South Carolina to Florida in one great

overnight leap. But why am I out here moving at this pace if not to experience each mile, to tune my senses to nature's voice, to plod, to gawk, to have no shame in feeling wonder?

Which cloud cares if I have traveled three miles or fifty or five thousand or none at all?

When we left Beaufort, I had dreaded this journey south as a necessary evil, a long slog that, at the end, would deliver me to paradise. But Georgia and a full moon at sunrise taught me that paradise is not an external destination at all but my own awareness of what's been spread before me, just outside the companionway hatch.

Tammy Kennon is a writer, journalist and avid traveler. Her boat, Cara Mia, an Island Packet 380, waits in Georgia for hurricane season to pass while her crew spends time in Paris. Tammy has been published in the New York Times and Washington Post and, best of all, Classic Yacht Magazine.

You can follow her adventure at ploddingINparadise.blogspot.com

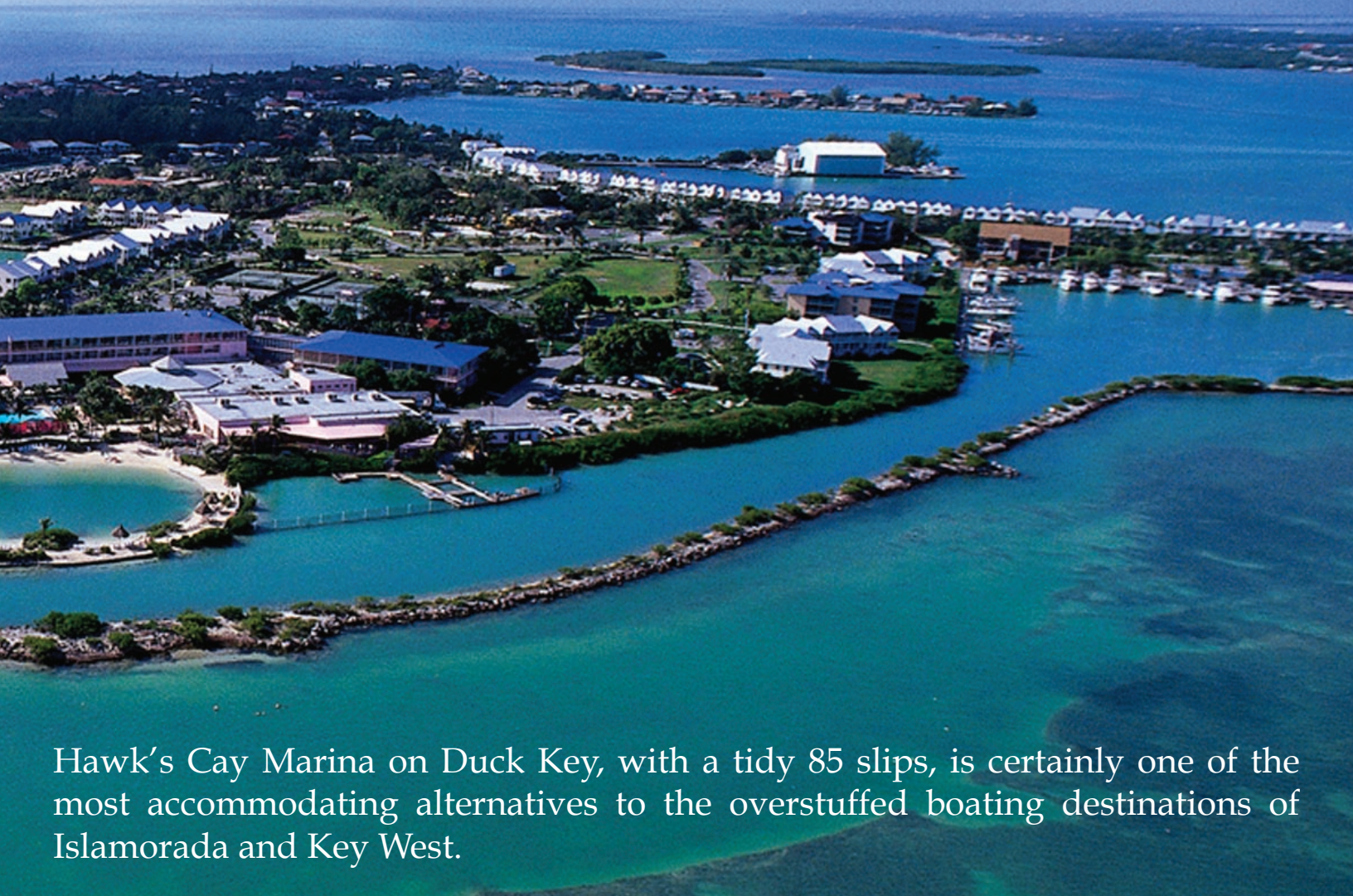
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Best Marinas & Boatyards: F



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frontstreetshipyard.com



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Shipyard has in some ways become New England's yachting hub. As a yachting destination Newport, Rhode Island is hard to beat. The beautiful harbor, lively regatta circuit, charming town life and central location ensure that "America's sailing capital" lives up to its billing every summer. At the center of the action is Newport Shipyard.

Newport Shipyard has hosted America's Cup events and countless other major regattas and boat shows.

newportshipyard.com



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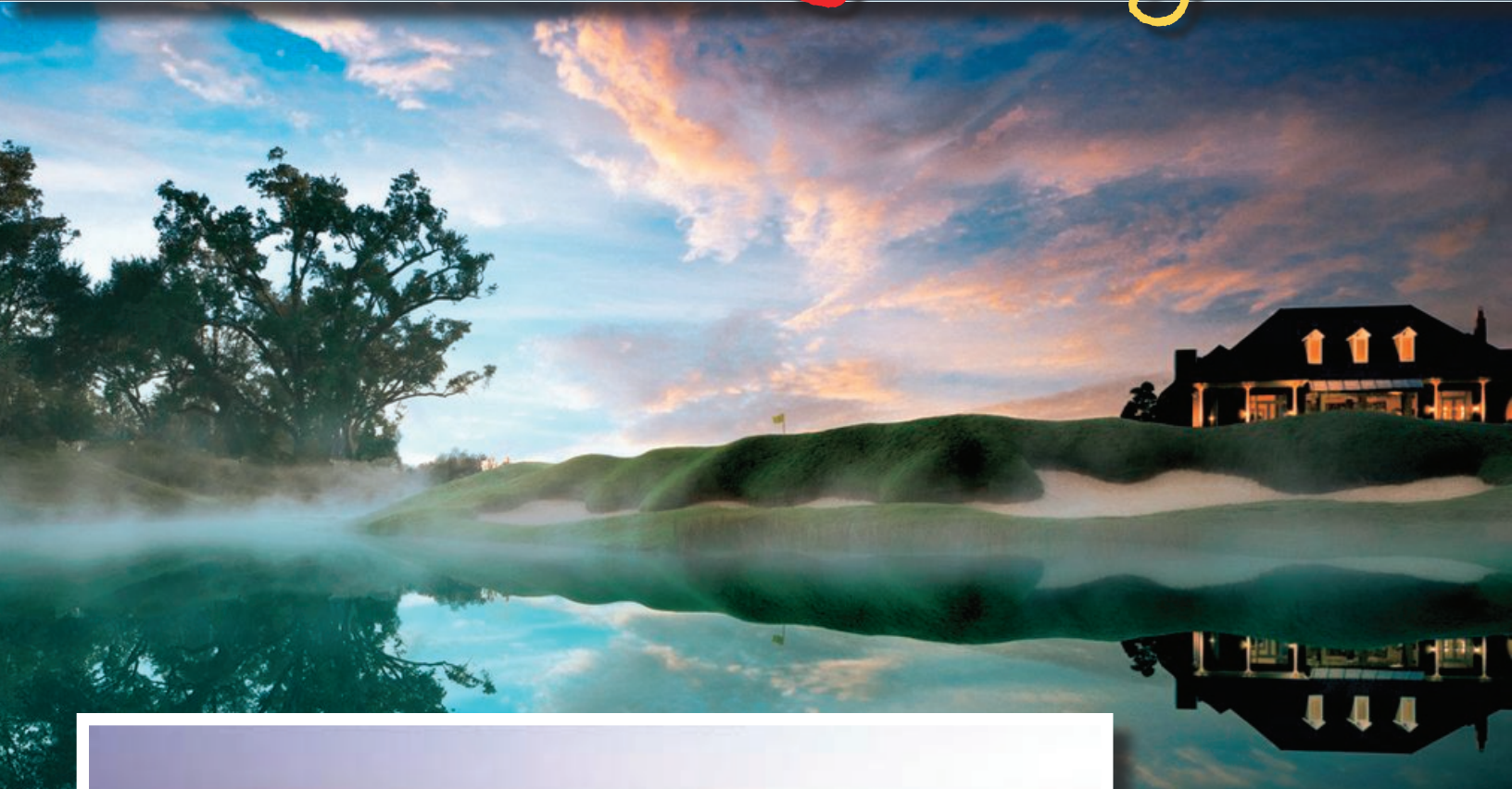
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Best Marinas & Boatyards: T



The powder-fine white sand of the Gulf of Mexico beaches is among the most picturesque in the country.

The area is ripe for sportfishing, and swimmers will find nearly bath-water temperatures

Beau Rivage Resort

through the summer, but arriving by boat can be difficult because of the region's shallow depths.

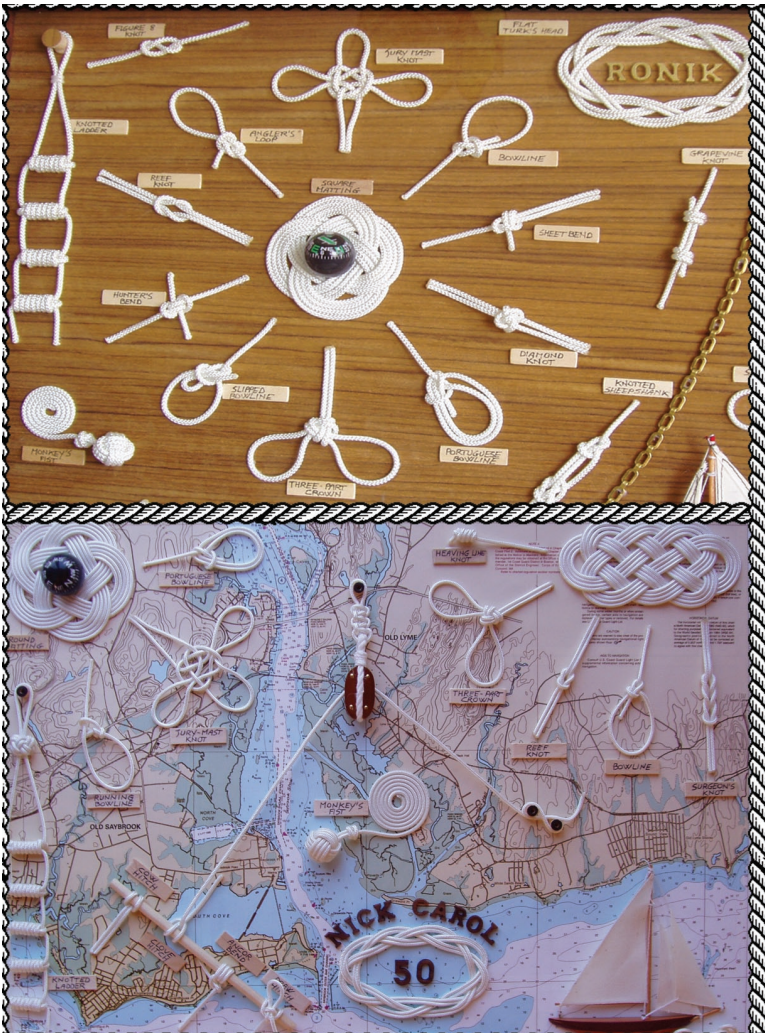
The Beau Rivage Resort is one of the few full-service destinations in the shallow-water Gulf Coast area that can accommodate large yachts up to 200 feet with 12-foot draft.

White Gulf sands make this area some

of the most beautiful in America. Great sportfishing, warm waters and Southern charm make this a remarkable yachting destination.

A berth at the Beau Rivage Marina includes casino access, fitness and spa facilities. Dockside room service is a very nice touch.

beaurivage.com



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Best Marinas & Boatyards: 1



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created the kind of friendliness and community you'd expect to see you in your own neighborhood.

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Roche Harbor



A number of structured activities around the harbor include whale watching, wine tastings, golf, triathlons and lavender festivals. The 377-slip harbor, renovated in 1997, can accommodate yachts up to 150 feet.

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SAFE OR SORRY



Have you ever thought about the usefulness of social media as it relates to recreational boating?

We've all heard for years (and more so recently) that social media is the future and if you're not on Facebook/Twitter/YouTube/etc., then you're already behind. For those individuals that know social media is the future, but still have not jumped onboard, let's offer an opportunity to demonstrate how social media can be utilized in the boating community – a very specific, unique group. Social media is there to help us, not hurt us. Furthermore, all of us are facing one major brick wall: budgets. More specifically, the lack thereof. Social media is one way we're able to break down that brick wall, even if it's only piece-by-piece.

I'd like to begin by offering some background as to how useful social media can really be, regardless of what sort of industry or group you consider yourself to be in. Erik Qualman founded a web site called Socialnomics "with the intent of providing short social stories, statistics, studies and surprises. The term Socialnomics also has a double meaning in that as the success of this site [www.socialnomics.net] grows the more social good we hope to accomplish or give back." (Source: <http://www.socialnomics.net/about-socialnomics/>). Mr. Qualman took some of the

How Does





s Social Media Influence Recreational Boating?

**Story and Photos:
Rachel Johnson**



SAFE OR SORRY

research he's done and created a quick YouTube presentation titled "Social Media Revolution 2011". This 2:35 video identifies key items that we can easily translate as we consider how recreational boating safety professionals can use social media to their benefit.

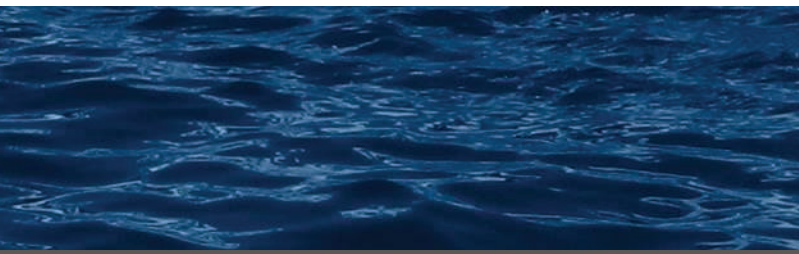
What could be better than reaching potentially millions of people (or millions of boaters) essentially for free? There's really no argument here, either. Besides the time factor and the potential for a few paid advertisements, social media is free to use and free to promote your own message. Furthermore, an active audience is right there – waiting to receive up-to-date information on what's happening with your agency, organization, or company. Taking it one step forward, social media has been set up to encourage direct, simultaneous communication.

Gone are the days when letters are sent out and a request is required two weeks later. You need an answer to a question you have? Done. Now. It's all right at our fingertips if we just recognize its potential.

How does this help us when we consider our audience? How do we utilize these valuable resources to deliver safety messages, important information, and current trends that are affecting recreational boaters not only in our state, but also across the country? We need to consider some key points that were brought up in the "Social Media Revolution 2011."

"Over 50% of the world's population is under 30 years old." (:14). This is something we need to be extremely conscious of as we figure out how to talk to our target audience. According to the 2011 U.S. Coast Guard Boating Accident Statistics 263 of the 758 deaths were between 36 and 55. The next highest age group? Over 55 years old.

So, how do we relate this to the notion that over 50% of the world's population is under 30 years old? Are people over 30 using social media? Are they as in-tuned to these different social media sites as those under 30? One of the things we must be cautious of when using social media is that we still also must use traditional media.



This is not a one-or-the-other type of thing here – this is using whatever is out there – both social media to reach out to those the “younger” crowd and those that are more technically inclined and traditional media to reach those that are “older” as well as those that are not actually able to own a computer, for example. We must remember that there are many people out on the water that may be of a lower socio-economical background and need to hear what we have to say a different way.

Moving on... “90% of consumers trust peer recommendations. Only 14% trust advertisements” (2:06 – 2:15). What is this really saying? It’s saying that we need to do a better job to actually meet boaters, talk to boaters, and understand how they think. What better way to do this than to chat with them over Facebook? Or send them a tweet over Twitter? We can’t talk to each and every one of those that have registered, over 12 millions boats last year. What we can do, though, is be smart about our own advertising and outreach efforts. This is another example of the “new” social media meeting and complementing

traditional media. Are you tweeting multiple times a day? Great! Are you spending your weekends at a marina or boat ramp? Even better. Did you tweet where you’ll be, including up-to-the-second tweets? If you answered “yes,” then you’re on the right track. You’re coupling social media with traditional media to create more communication and face-to-face opportunities. You need to become these people’s peers. You can’t solely be the name behind an advertisement anymore. You need to let boaters know that you’re also a real person, with a real interest in boating that wants to see them boat safely to have the best recreational experience possible.

Here’s a simple question we should be asking ourselves: “How do we work together to address key issues of recreational boating?” The future – our future – looks bright as we continue to welcome these changes, rather than view them as a hindrance.

Rachel Johnson is the Communications Director of the National Safe Boating Council. Visit safeboatingcouncil.org



THE LOG

Recently we have been bringing smaller boats to our shop here in Florida. In our tent is a 36-foot Windsorcraft with a dark blue hull and varnished deck. She's a true beauty. Built in Turkey, the *Party Girl II* is the perfect boat for just that. The boat lives on Lake Minnetonka in Minnesota. The other project is very neat. The 28-foot *Downwind*, is the only one of her kind left. Designed and built by William H. Albury in 1954 in Man-O-War Cay, Abacos, Bahamas. Mr. Albury is probably the most famous of all the Bahamian designer/builders.

The first time I heard the name Albury, I was a much younger man. It was in the summer of 1971, I was 16. I got a job helping on a delivery to Nassau. It was a different world back in those days. Wooden fishing sloops lying on the beach, or getting work done. Beautiful clipper bows with trail boards and wine-glass transoms with "leg

of mutton" rigs, which means the mast is as tall as the boom is long.

I was smitten by these amazing watercraft as I walked along the beach and talked to the locals. There were different islands and each had their variations. There were even races. Names like Knowles, Pinder and Sawyer were all out-island builders.

One day, as we sat aboard at Yacht Haven, this amazingly beautiful schooner sailed in and tied up. I walked out to meet her and grab a line. "Herreshoff?" I asked. The man on deck look insulted and said, "Albury, William H. Albury. He's Bahamian."

"Uncle Will" to many was a great builder but an even greater designer. No computers. He did it the old way, with half models. But most importantly, he had a boat builder's eye. He designed

*Insight from the travels of
wooden boat restorer Jim Moores*

The Joy of Small Boats



and built by eye, which is a dying art if not already gone in the islands.

So when I got a call from Greg Talbott to go look at his 1954 Albury, I jumped.

Greg's story was simple: The day and age of wooden boat builders in the Abacos ended with the passing of the last generation. He had brought her to the states to have her hull fiberglassed.

THE LOG

He had given up trying to find capable wooden boat builders. Then someone mentioned my name to him.

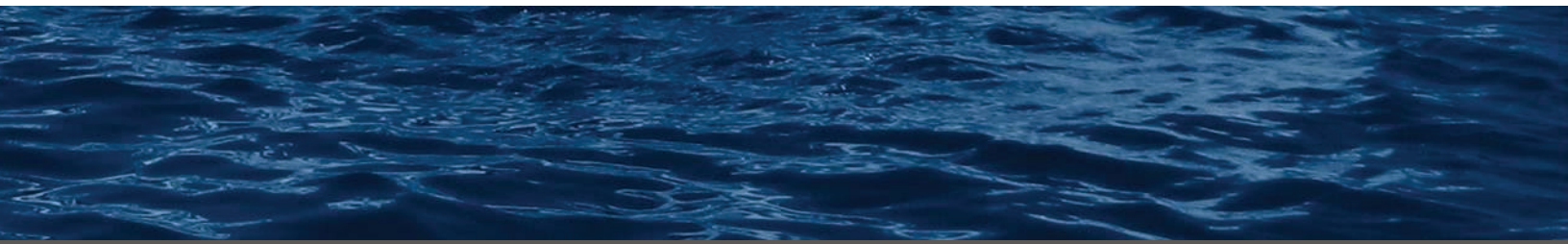
When I first saw the boat, it had been soda blasted. *Downwind's* planking is eastern Atlantic cedar. She looked weather battered. Stephanie, my partner, said the boat looked tired. But what I saw was the most beautiful little 28-foot motorboat. On the drive back to the shop, I remember thinking to myself: *this is why I do what I do*. This boat should not be fiberglassed. Now, we are almost done. Five new planks on the top side, six on the bottom, 1,800 silicon bronze fasteners and a new transom. Refairing and paint will be next. I think this passion is slowly working its way into my son, James.

After coming home from a Boy Scout meeting James said, "Dad, my Boy Scout Troop wants to build a boat for a race. I told them we could build it at our shop!" I thought to myself that my place is not set up for 20 kids. There are too many sharp objects. So, after setting some serious ground rules, on two Saturday mornings, scouts came in ones and twos. Eventually, there was a lot of them.



"Uncle Will" Albury was born in 1902. He built his first schooner at age 14.





For building materials, they brought six 55-gallon drums, four 2x4s and four sheets of plywood. This was to be the boat? What kind of boat? One of the leaders told me that it was for a paddle barge and the foam will be here next week. We are going to carve out a boat from Styrofoam, then put some plywood to hold it together? I looked at the boys and asked, "Do you want to build a real boat?" Their eyes glimmered and all at once, a loud "Yes!" came out of all of them.

I grabbed a piece of cardboard and a magic marker and drew a set of crude plans. My first question was, "How long does this boat have to stay afloat, two hours?" The answer was maybe that or less. Three sheets of door skin, a bag of electric zip ties and a two-gallon kit of epoxy bonding agent that Teak Decking Systems had given me to test, (I don't think this was what they had in mind). I helped mark out the first piece, but from then on, this was to be their boat.

The tools were to be simple: a key hole hand saw, a staple gun, a battery drill and a hand block plane. The goal: get as many

THE LOG



of their hands on it as we could. James kind of knew what he was supposed to do from building the remote control boat, so he stepped up to the challenge. Troop 141 was not only building one boat but two, and on two Saturdays. The materials for the original boat planned would be used for a "party barge."

So we got "The Flying Tiger" cut out, one boy zip tightening and drilling. The hard part was when we mixed up all the epoxy and filled the corners with a fillet of thickened epoxy. Everybody left with a little red epoxy somewhere on their bodies or clothes. Painted with house paint, the boat received finishing touches

from our artist Steve Kneipp. He painted the open jaw of a shark. She looked good. I had a concern that if a boy jumped in, he might go through the door skin bottom, so we put a little extra in the bottom.

Door skin is the 1/16" plywood that is used to sheath cheap interior doors. We use it for pattern stock. The boats were loaded and carried up to the river raft race where all the regional boy scouts from as far as Miami to Daytona came. I was a little nervous when I went up there. There were rafts, catamarans, and a lot of barges, long ones, short ones and then there was our boys' boat, weighing less than 70 lbs., 16 ft. long, 2-1/2 ft. wide,

she was sleek. I left before ours raced. Besides, it was the scouts' race, right?

Most of the boats took 30 minutes to an hour. When the "Flying Tiger" ran the course, they were back in 15 minutes. The judges didn't know what to do. I heard later that was the fastest a boat has ever run the course.

James was excited. He is already thinking of the next one: "I know what I want to design for next year!"

Jim and Stephanie Moores are the owners of Moores Marine in Riviera Beach, FL and Beaufort, NC.



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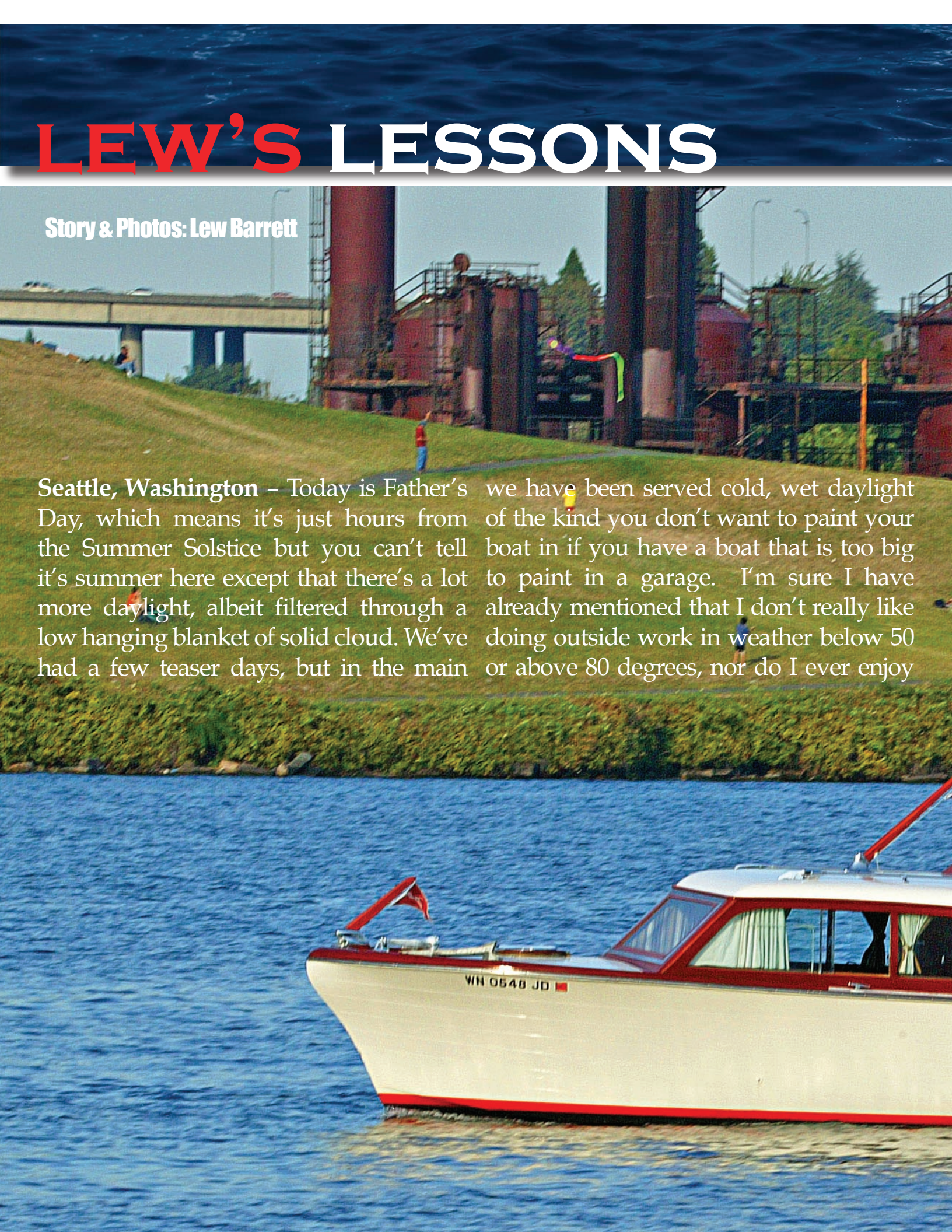
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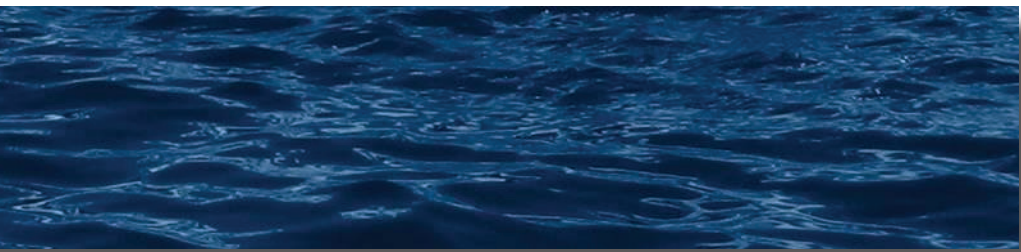
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LEW'S LESSONS

Story & Photos: Lew Barrett



Seattle, Washington – Today is Father's Day, which means it's just hours from the Summer Solstice but you can't tell it's summer here except that there's a lot more daylight, albeit filtered through a low hanging blanket of solid cloud. We've had a few teaser days, but in the main we have been served cold, wet daylight of the kind you don't want to paint your boat in if you have a boat that is too big to paint in a garage. I'm sure I have already mentioned that I don't really like doing outside work in weather below 50 or above 80 degrees, nor do I ever enjoy



LEW'S LESSONS

working in the rain. Fortunately for me, I have a boathouse and that enables me to get a lot done in weather other people would find suitable only for watching daytime television. It is my pleasure to observe that while others may be honing their competitive cooking skills, perhaps being regaled by celebrity chefs creating judged feasts from blue cheese ice cream and kangaroo tenderloins I am, through the blessings of covered moorage, able to get a bit of work done on my boat.

I would be insulted if you thought I had sneaked in a veiled reference to the Iron Chefs simply to fill up space. But which one's your favorite, anyway? I'm a Michael Symon guy myself mostly because I have more hair than he does, which is the only place I have exceeded him in my life.

Who knew cooking could make you rich and famous? What was I thinking when I went into a career in electronics sales? I should have studied cupcake and gazpacho "creation!" The realization of a career opportunity lost at this late date is devastating, since "food handling" is something I have extensive, some might even say excessive, experience in.

Here it must be admitted, there's something I have wanted to say about reality cooking programs ever since they became wildly popular, so you may wish to draw your own connection between the Food Channel (only in America!) and classic boats, but honestly, doesn't it irk you just a bit? Between the discord of man and our frequently bumbling disrespect of nature you sense that the world is coming unraveled. Yet "they" give us sport cooking with improbable ingredients. We have here, on our stage, round robin chef elimination competitions with one anxious hopeful sent home following each round because he failed to make something delicious using only anchovy fillets, tapioca, raisins and dandelions during a fifteen minute speed cooking trial. Where do they find so many talented people who are so eager to humiliate themselves? Well, that's entertainment for you, and the overwhelming allure of being a food star, I guess. Such vapid programming makes a great argument for "The Joy of Painting" even in the rain, just to escape the slow roasting of our minds. In case you didn't resonate with this, the Joy of Painting is another bit of self-improvement television programming, which I hereby judge also

While others may be honing their competitive cooking skills, creating judged feasts from blue cheese ice cream and kangaroo tenderloins, I am able to get a bit of work done on my boat.

not worth watching. I know this because I have watched it many times. If you are not following me here, allow me to tickle your memory regarding Bob, the soft-spoken artiste with an enormous fuzzy “do” who speed paints on The Joy of Painting show aired by PBS. Bob creates remarkably redundant landscapes using a dirty four inch chip brush and a knife, tools with which both the iron chefs and we are just about equally familiar. I suppose the chefs don’t have much use for the chip brush, but great knife skills usually rate an instant replay. Meanwhile, Bob executes a dab here, a bold stroke there and voila! He has added a friendly little tree to his freakishly purple painting. Frankly, I’d rather lose what is left of my mind to excessive solvent exposure than to watching this crap on TV, and so you see how it is possible to connect a bit of rabid social commentary with boat maintenance safety practices. However clumsily accomplished, I just did it!

So it comes to painting *Rita*, precisely the task I am now embarked upon for the umpteenth time, as usual, in the rain. Hopefully, I will suffer less fatal exposure to toxic chemicals on this round (though it seems unlikely), and will see returned

for my efforts, a magnificent hull, fair and shiny, with a finish that her builders never would have dreamed possible, let alone desirable. But as near to a perfect finish as is humanly possible has become the goal these days as serious restorers have set higher and higher standards over the last ten or fifteen years. It’s a competitive world, both in tournament barbeque programming and world-class boat painting. And that’s what this issue’s (and next issue’s) lesson is all about. Let me say it for you in three words: “Paint My Boat!”

My boat painting experience goes back about twenty years. I was taught early on to take pride in doing the job myself. Importantly, I was taught by some of the best, even if a few of the techniques I learned have been adapted and modified over the years to accommodate evolving standards, materials changes and my own strengths and weaknesses. I should start by thanking Charlie and Terry Life and their sons for shooing me down the path of understanding on just how to get a good paint job (in the rain, no less). Also, I spent an intense year with TJ Steinkoenig who is now working from his own shop on yachts in San Diego. Much of what I

LEW'S LESSONS

learned from my early teachers has stood me in good stead. Above and beyond all else, I appreciate their insistence on doing thorough prep and keeping an open mind, and ultimately, in knowing what to look for and how to define a good paint job. All this has been a great source of satisfaction to me over time, and has given me a foundation on which to learn new methods and techniques, that foundation being to my mind the most useful knowledge of all for an amateur restorer. We will be discussing some of these approaches in the weeks to come.

Having just gone to great lengths explaining that I prefer to paint my own boat, I have a confession to make. I will be blessed this year with a professional team for some of the work on this job. This is because my friends David Wiehle and Liz Bailey volunteered to paint *Rita* this year! This was not an offer I could refuse. To say that Liz and Dave will be painting the boat is not entirely accurate, although it is entirely true. They will be applying the coatings. The prep has been left mostly up to me. I am to be the sous-chef as it were. Be it understood; prepping my boat for paint is not a slice and dice deal, as some considerable effort

is being put into the underpinnings of this job. There is a lot of “*mis en place*” taking place, and you will be heir to some of my tricks and equally, some of those of the team at Seaworthy Services as well. This outfit paints some of the biggest and baddest boats around including the *Thea Foss* (formerly John Barrymore’s yacht), *Malibu* (a Geary designed fantail shown at right), *Dorothea* (of which we have spoken before), *Itasca* and *Accord*, an 85-foot Monk McQueen to name but a few of the more glamorous vessels they have worked on. *Rita* shall be more than honored to be in such company.

Now, ladies and gentlemen, I present to you two of America’s very own Iron Painters: Liz and Dave! Dave learned the trade from his uncle Don Rolfin while Dave was but a boy. Uncle Don was a respected finish man in town long before I ever got here, but his legend persists. Over time, Dave has added a few of his own tricks to Don’s extensive repertoire. Dave has, for instance, a secret technique for cleaning brushes that I am sworn to silence on. I can share my brush cleaning approach with you of course, but it won’t do you as much good as Dave’s is better! Special brush techniques are but one

*The prep has been left mostly up to me.
I am to be the sous-chef as it were.*



category of Dave's tricks. We'll reveal some of his spicy knowledge as the story progresses.

Dave's partner Liz also follows in a local tradition, one that illustrates how women are among the best finishers you can hire. Part of my schooling included taking a class from Rebecca Whitman in the days when she was giving courses on varnishing at the Center for Wooden Boats. Rebecca may well be the most famous of Seattle's varnish stars, but she has had good company in town in the person of celebrity painter, and a personal heroine

of mine, Christine Greene formerly of Native Brightworks. Christine turned out some terrific work in her day, and it was in her shop that I met Sue Regan, yet another very talented lady. Sue is married to Tim Regan, caulker to the stars, and therein is a story for another day but the point is that there is a strong tradition of talented lady painters here. Perhaps women's patience, detail orientation and knack for doing fine things well is what serves them in this tasking. I don't know precisely why women are so good at this game, but I do know that there are some pretty talented ladies in this town. Liz

LEW'S LESSONS

Bailey is one of them.

Liz is a firecracker with a high energy, take no prisoners approach to the moment. Her pal Dave is a bit more laid back feeling but with a puckish twinkle in his eye and an

underlying but visibly serious sense of drive. Between Dave and Liz we have two very different personalities at work. Liz is petite, fast moving and compact. She has a degree in chemical engineering which as you might imagine has considerable practical benefits given her chosen field. Dave is tall, powerfully built, with a commanding physical presence and a lifetime's experience in his craft. Liz and Dave are, I think, that rare amalgam of both a successful business and a happy family unit.

Their "cooking show" is an immensely entertaining melding of the Joy of Painting with a madcap good-natured ambience spiced with a pinch of easy confi-



dence, minus the do. They are in sum an attractive odd couple in the best partnership tradition.

Presuming you are not someone who wants to paint a boat, you should still

understand how a properly turned out product happens. You would be well advised to try your hand or at the least, watch somebody good someday so that you will know what is involved and will not feel that special anger well up when your waiter...I mean painter...presents you with the check. Craftspeople appreciate an owner who understands their processes and most importantly, knows why a finish job can be so frightfully costly. For instance, I can quite comfortably (and enjoyably) build a presentable galley table in two days of focused work. It may not be fine furniture in an absolute sense but it will be suitable to its purpose and look proper on my boat. A more experienced joiner might even be

*Between Dave and Liz we have
two very different personalities at work.*

able to shave an hour or two from my time card. But to finish that same table may take as many as eight coats of varnish (both sides), each sanded and then meticulously cleaned and re-coated. Finishing a piece can take me many tedious days longer to accomplish than the actual construction, and the physical energy expended can be considerable! Now the cost of finish work becomes clear. It gets more painful by a significant factor if an existing finish needs to be removed, as is

frequently the case. Iron Painters know this and fear the effect the bill will have on their clients so they instinctively develop techniques to ease the blow. Yet the end is frequently the same; it costs more than we'd imagined possible to finish a boat well. Much must be understood. Professional efficiency, painstakingly developed over time usually doesn't involve spending less on paint, varnish and sandpaper. Your experts have integrated into their working style chemical and physical



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LEW'S LESSONS



systems that they have developed experience with over time. These should be honored as new or unfamiliar materials sometimes have a learning curve. Sandpaper is relatively cheap. Paint selection is generally a small aspect of the cost in a professional job. Labor is expensive. We recommend you don't begrudge the cost of materials used in finishing because they are the least of the story.

Consequently, when Dave suggested that he and Liz paint my boat, I was

intrigued. I would do the prep, saving on a great deal of the cost of labor, and they would hire on for the coating. This made the best use of everyone's time and although I fancy I have a decent brush hand, I thought it would be educational to watch the consummate pros lay on the paint. I also know that this could be the paint job of a lifetime.

Since I am responsible for the prep, I am motivated to do a job worthy of my Aces of Paint. *Rita* is iron (galvanized) fastened. In years past, time constraints have demanded I shave off the tops of any proud plugs, filled any dings and surface imperfections with epoxy fairing compound, block sand or long board her and paint the hull according to the fashion taught to me. This year as I have the time, I am resolved to get to the root cause of the raised bungs and also to treat any needy fasteners, so I have pulled about 400 bungs (plugs that cover the fastener holes). I use a variety of implements to do this, but I find that a good set of strong dental tools is the fastest way to pull many of them. I thrust a tool...a sharpened ice pick also works....into the center of the plug and work or worry it out. I will sometimes use drywall screws

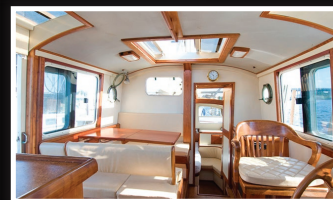


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LEW'S LESSONS

driven into the center of the bung. The theory here is that when the screw hits the fastener at the bottom of the plug, it will back out the bung. Some people have great success with this technique, but for me the dental tools worked better this year. After pulling the plugs, I carefully clean the hole of any debris, leaving nothing of the old bung behind.

I chuck up a short piece of quarter inch multi-strand stainless wire in a drill motor and run that into the hole. I run the drill in reverse so the cable doesn't unravel on the first attempt. A quick "stir" with the drill cleans the fastener's head. I then put osphoric acid (ospho) on the fastener head using a small glue brush to render any remaining oxidation inert, and then let that dry. I come back and coat the hole and fastener with clear penetrating epoxy to isolate the fastener and create a barrier to moisture. In years past I would have considered the cake baked at this point, but Dave shared a trick with me. He gave me some white stuff, essentially a two part catalyzed substance called Blue Seal (http://www.bluesealinc.com/product_data.htm). When cured it feels like a very tough rubber. This is carefully brushed into the hole to cover the fastener and then

a plug is inserted and tapped home. This is not a traditional approach. In traditional "plugging" the "bung" is either set dry or fixed with nothing more aggressive than shellac or some paint or vanish. You might use whatever you have laying around, not unlike stretching a meal using ingredients from the cupboard when friends surprise you at supper time. In our approach this year we used the rubber compound, which acts as a further, very complete moisture barrier. We didn't set the plugs in shellac or varnish, but you can do that if you prefer. Or you can commit a heresy, which is something we often like to do, and glue them in with epoxy. Your grizzled traditional shipwright friends will curse you, but you can distract them by serving some grilled fois gras and a sip of merlot with toasted chiabata bread rounds. I learned this trick from Rachel Ray. I assure you nobody will criticize you when they are chewing dry toast and duck innards as their thoughts will be elsewhere.

After the plugs are set, I shave off the tops with a flush cutting Japanese saw. Some folks prefer to knock off the proud part with a sharp chisel, but I find the saw more consistently reliable for me, even if it does require a bit of extra time. You can have

...Or you can commit a heresy, which is something we often like to do. Your grizzled shipwright friends will curse you, but you can distract them by serving some grilled fois gras and a sip of merlot.

it your way although you are reminded that this is not a fast food restaurant. We proudly take the long way around if we think the result will be tastier. Finally, I cover the plugs with a thin treatment of epoxy fairing compound. There are several brands on the market, but I suggest you select one made specifically for fairing. While I am filling the new bungs, I keep my eyes peeled for any other defects in the hull. I sand those with 150 grit paper and apply fairing epoxy to them so they won't show as boo-boos when we apply the paint. Move quickly, as this stuff works best when fresh. Mix small batches and toss any when it starts to kick off as it won't fill as well when it starts to harden, and big globs are much harder to sand and fair later. It's better to fill deeper holes in two passes than it is to attempt to get them all at once. Experience will teach you the wisdom or lack of some of my comments. As always, feel free to experiment with your own approach but don't say I didn't tell you so!

When all this fussy stuff is done, I take my long board and finish sand the hull to my painting grit. If I am feeling lucky I may use my random orbital sander on some sections but be warned. Machine sanding

a hull for paint takes some experience and is a skill of its own. I could tell you some tricks but I don't want to encourage you in this. I recommend you stick with the block or long board until you have some working time with machine sanders. By then, you won't need me to tell you how to cook this particular omelet.

Guess what? We're ready to paint! Come back for the next issue of *Classic Yacht* and we'll go for the money shot. There will be pictures, maybe even some of Liz painting the boat in her bikini. You should be so lucky! I should be so lucky. More likely, we'll be painting in the rain! If so, you'll have to make do with terse social commentary about self improvement and educational programming opportunities, or perhaps we can move to my other "I love to hate it" ditzy television programming: reality real estate purchasing. I hear there are some great opportunities for first time condo buyers in Belize. Watching people buy houses makes for some really dramatic television, don't you think? It has to beat watching the paint dry.

Lew Barrett owns Rita, a 1938 50' (15.2m) Ed Monk-designed motoryacht based in Seattle.

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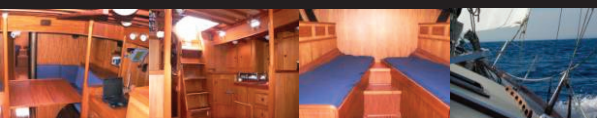
Build: Cantieri Carlini Rimini
Designer: Carlo Sciarrelli Peracca
Length: 54"/16.30 m
Beam: 14'8"/4.51 m
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Displacement: 17T
Sail area: 175m²
Guests: 6 + 1 crew
Location: Rimini
Asking price : 495,000 €

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Sciarrelli's stunning boats have been characterised by an unmistakable design, by being fast and light weighted (but not excessively) as well as easy to steer. Sciarrelli was known for the fanatical care he was devoting to obtain a high course stability, natural consequence of the balance of the canoe body, that allows his boats to cross the oceans in the maximum safety.

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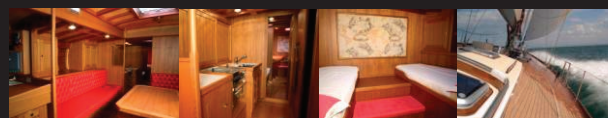
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CLAN 2



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Length: 63"/19.10 m
Beam: 16"/4.90m
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Sail area: 250m²
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CLASSIFIEDS

2012 Metan Vintage Beauties For Sale

2012/1979 Metan 23' SeaCraft Center Console w/ Yanmar Diesel-\$145k
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For info call Vince (781) 293-2755

The Marine Service Network, BC Canada, Premiere Yacht Service, Captains, Yacht Charter, Fishing, Golf, Capt. Jeff Engholm YMc., (778) 886-1241

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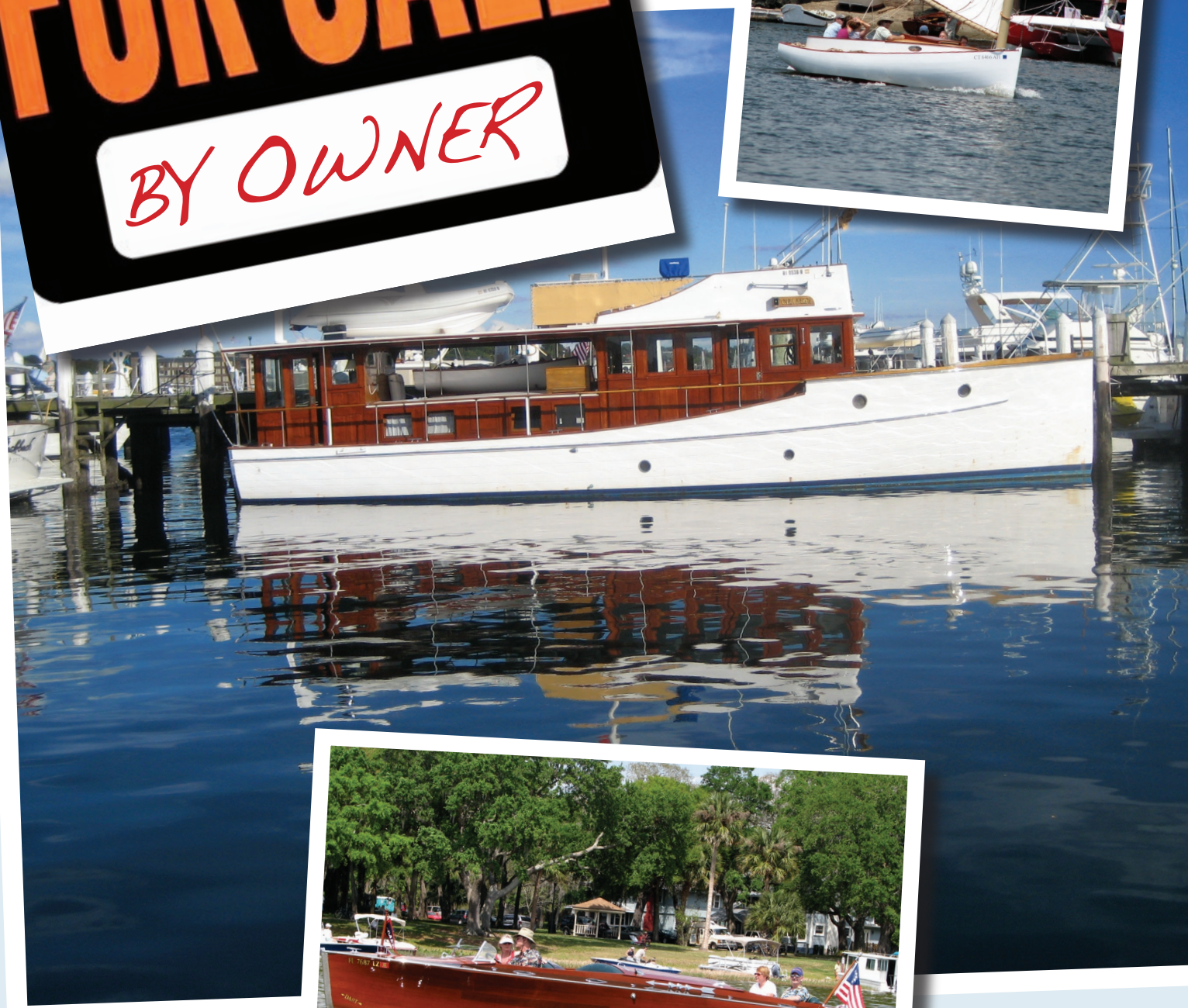


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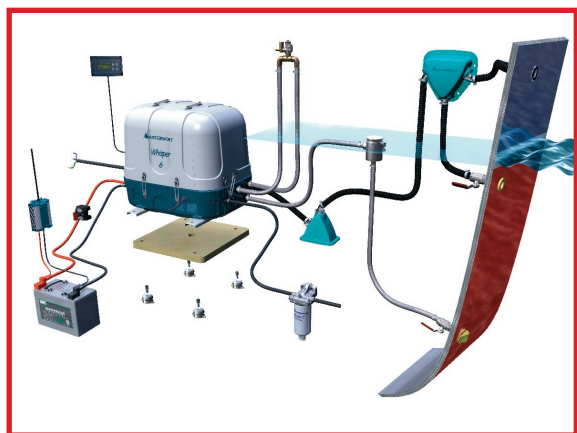
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Classic Yacht's
affordable ad rates!*

NEXT ISSUE



Hinckley Sou'wester 42

Whether your wish is to race the buoys on weekends or enjoy a long cruise with family and friends, the venerable HS 42 fits the bill. Her classic lines have been copied many times by others, but this boat's beauty is more than skin deep.



Installing a New Genset

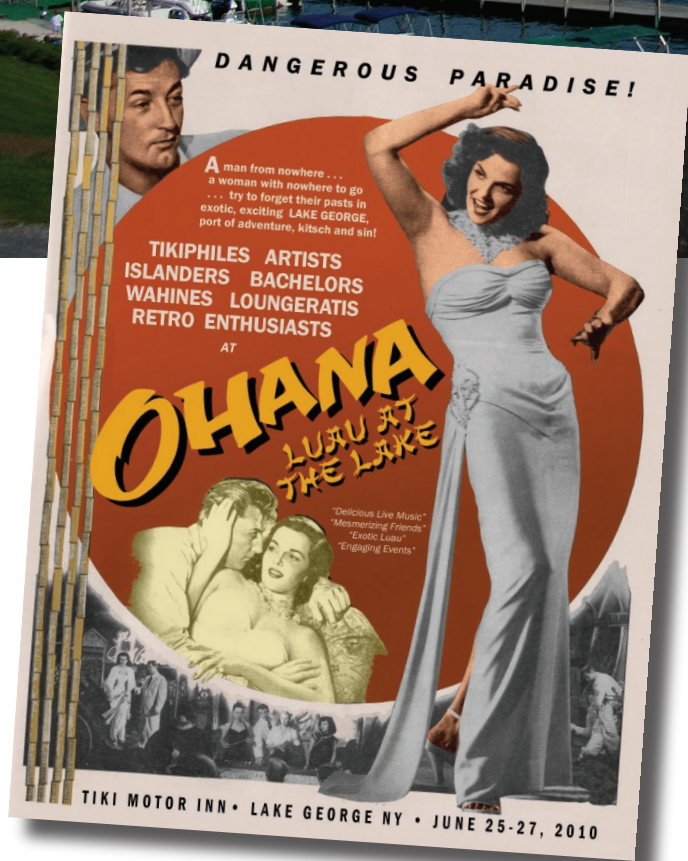
Upgrading your boat's electrical system should begin with a nod towards the state of the art in gasoline and diesel generators. Smaller, quieter and more efficient than ever, modern gensets provide all the power you need onboard in ever-smaller packages.



Custom Nautical Furniture

At the top of the custom furniture food chain sit a few talented boatbuilders who craft desks and loveseats using the same materials and methods it takes to build a custom mahogany runabout. We take a look at one shop that's doing it right.

Lake George, New York



Known as the “Queen of American Lakes”, northern New York’s Lake George is the birthplace of the Antique & Classic Boat Society, and for good reason. Discover why this 32-mile long lake is so appealing to those who love great boats.



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